

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. IX. No. 3.

CHICAGO, ILL., AUGUST 10, 1902.

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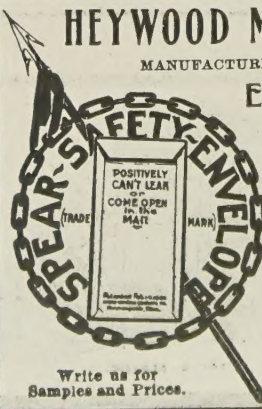
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OPERATED BY HARRY G. CHASE,
TRADERS BLDG., CHICAGO.

DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

WM. B. GALLAGHER,
72 Pearl Street, Buffalo, N. Y.

R. E. ELWELL Grain Broker

116 BROAD ST., NEW YORK CITY

Member of New York Produce Exchange

Oats and Corn a Specialty

Offer me all grades of grain and mill feeds, for either domestic or export sale. I have unusual facilities for marketing export flour and round lots of salvage grain.

My daily postal quotations reach the leading country merchants in New York, Boston and Philadelphia rate points.

Accounts of Western Shippers solicited. Quick and reliable service. For particulars regarding my plan to increase your business in this market, write to

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RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.



When General Marion

entertained a captured British officer to dinner, his involuntary visitor was somewhat astounded to sit down before a meal of "corn dodgers," "parched corn" and "Adam's Ale."

One hundred and twenty-five years ago grain was the embattled farmers' staple product, and to-day it is no less an essential. It is the brawn and the brain of nations, and

**We are ready to buy your
grain of all varieties
and in all volumes.**

Our prices are right.

Our equipment is twentieth century.

Our treatment will please you.

J. Rosenbaum Grain Co.

CHICAGO, ILLINOIS.

JUST EXACTLY

WHAT YOU SHOULD HAVE TO OPERATE
IN CONNECTION WITH YOUR ELEVATOR

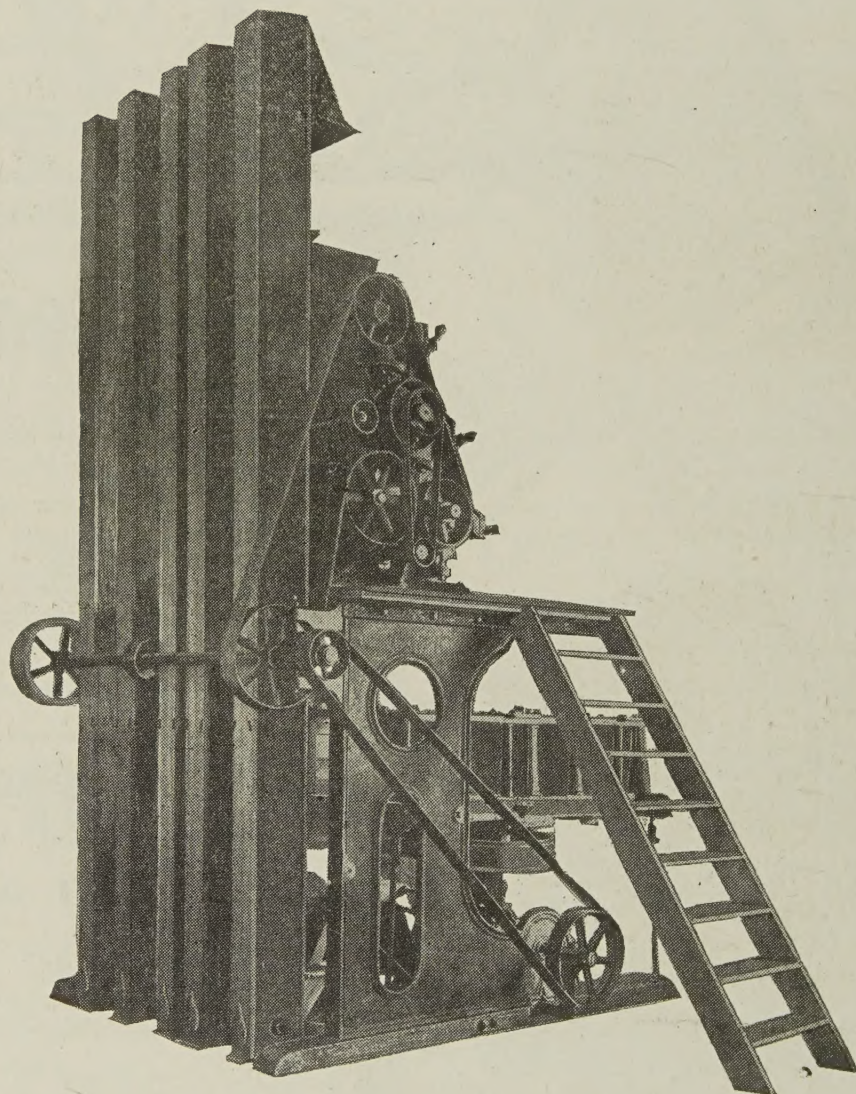
Columbus Combination Flour-Mill

A Flour Mill that is complete in one frame. Can be set up in an unused corner of your elevator, as it only requires a space of 9'6"x8'10"; its extreme height is but 15 feet. A complete 30-barrel custom mill at an exceedingly low cost. A mill with all working parts in plain view from one floor.

It is very easily adapted
to the milling of
Buckwheat.

Of Special Construction
throughout, thoroughly
tested and we guarantee
results.

Further information for
the asking.



The CASE MANUFACTURING CO.
Columbus, Ohio.

MILL BUILDERS AND MILL AND ELEVATOR SUPPLIES.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
to thoroughly investigate the merits of the

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THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
WASTE, AND DO BETTER WORK THAN ANY OTHER. CAN MAKE PROMPT SHIPMENTS.

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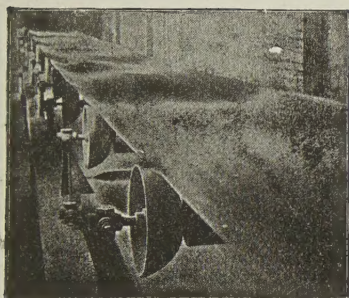
"EUREKA" WORKS,

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ESTABLISHED, 1856.

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GRAIN CONVEYOR.

Grain Trippers, Car Pullers, Spouting,
Belt Conveyors, Wagon Dumps, Shafting,
Pulleys, Gearing, Friction Clutches,
Rope Sheaves, Link Belting,
Sprocket Wheels, etc.

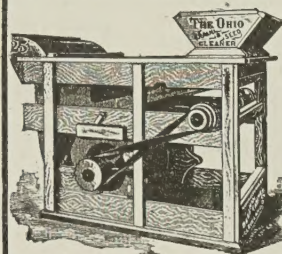
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Engineers, Founders, Machinists,
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The "OHIO"

Grain and Seed
Cleaner



From 50 to 1,000
Bushels per
Hour Capacity.

Sold on Its
MERITS.

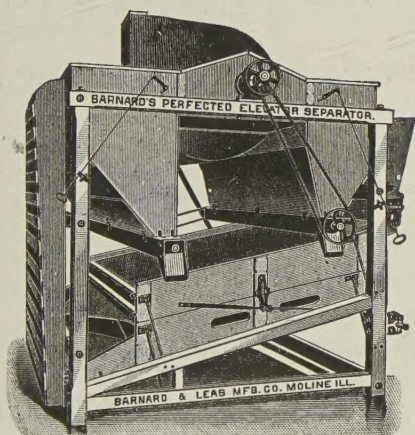
Machines sent
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It will clean any
seed or grain that
grows. Get our
Catalog of Hand
and Power ma-
chines.

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Barnard's Perfected Elevator Separator



A machine especially adapted for cleaning all
kinds of grain with the least possible waste or loss.

The screening chambers collect and save all
screenings and allow nothing but the dust to blow
away.

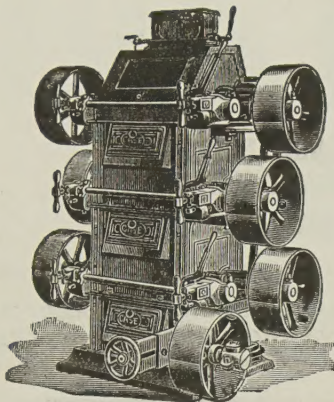
Other valuable features are a feed device which
spreads the grain in an even stream into the air sep-
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sieve surface, and a sieve separation that has no equal.

We also make Feed Mills, Corn Shellers and Cleaners, Scourers, Oat
Clippers, etc., and furnish everything needed in mills and elevators.

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BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY

GRAIN ELEVATOR BUILDERS.



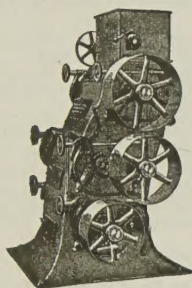
For producing meal it has no equal

Eagle Roller Mills, Greenville, S. C., writes:

"Our Meal Plant is a perfect success. We make from 500 to 600 bushels of meal in 24 hours, and can't keep up with orders. It looks like we will have to increase the capacity in order to fill our orders."

Now is the time to buy. Write us for prices.

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ELEVATOR AND MILL SUPPLIES
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3 Pair High-6 Roller Mill

FLOUR MILL BUILDERS.

FEED MILLS
Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, Our Mills are Unexcelled.

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Three Roll-Two Break Mills—2 sizes
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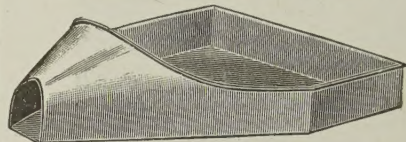
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Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Alluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
Grain Size, 24x12x16 1/2 ins. \$1.25
Seed Size, 19x9x11 ins. \$1.00

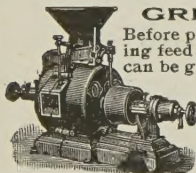
Grain Dealers Co., 255 La Salle St., Chicago, Ill.

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This table shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

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GRINDING MILLS.

Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

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EASY TO HANDLE

*Willford's Light-running
Three-roller Mills*

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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DO YOU WANT A FEED MILL?

If so write for Catalog
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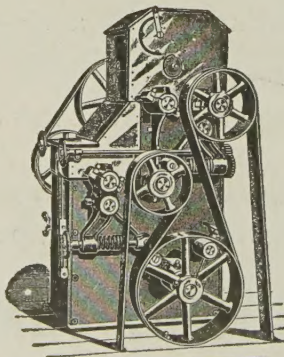
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CORN and FEED MILLS

The Lightest Running Mill on the Market.

ELEVATOR MACHINERY AND SUPPLIES.

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ROLL CORRUGATING A SPECIALTY.

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It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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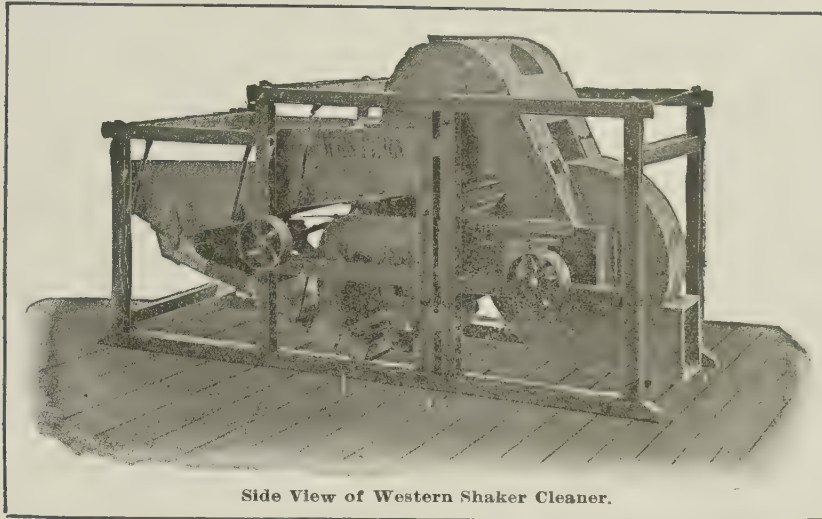
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CHICAGO, ILL.

"Western" Shaker Cleaner

Cleans
Corn,
Wheat
or
Oats



Side View of Western Shaker Cleaner.

The
ONLY
Cleaner
for
Elevators
or
Warehouses

CANNOT BE BEATEN.

Tuscola, Ill., March 8, 1902.

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GENTS: In reply to yours of the 27th ult., will say that your cleaner is all O. K. and is giving us good satisfaction. Will also say do not think it can be beaten by any other cleaner on the market to-day, as we have tried other makes at Tuscola and your cleaner at Hayes. Anything you desire regarding your cleaner kindly let us know.

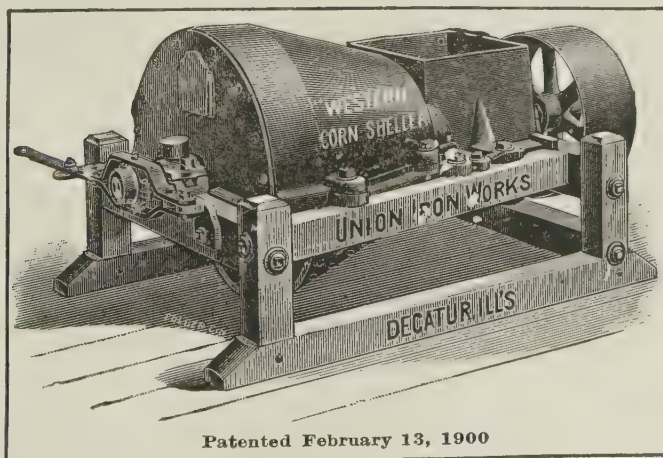
Yours truly,

TUSCOLA GRAIN AND COAL CO.,

John Collins, Mgr.

THE "WESTERN" WAREHOUSE CORN SHELLER IMPROVED, WITH ADJUSTING LEVER.

Adjust the
Cylinder
While
Running



Patented February 13, 1900

Eight
Sizes
Large
Capacities

**NO GRAIN ELEVATOR OR WAREHOUSE
COMPLETE WITHOUT ABOVE MACHINES**

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WE BUILD TO PLEASE

Write us for estimates on your work.

Younglove & Boggess Co.

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Twenty Years' Experience.

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Something New. Aspirator Boots

Made of cast iron, wood or steel. All elevators should have them. Write to WM. W. LOCKWOOD, Winfield, Kan. I also make other novel and up-to-date articles for grain elevators; car pullers, friction clutches, etc.; can prepare your plans, furnish the entire equipment, superintend your work, or contract for the plant complete. Send for catalog.

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Capital Stock, \$100,000

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REPAIRING AND REMODELING A SPECIALTY.
Plans and estimates furnished.

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LARGEST

ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

RELiance GRAIN CLEANERS

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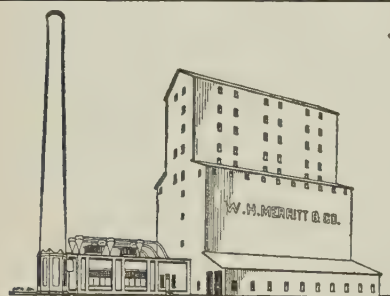
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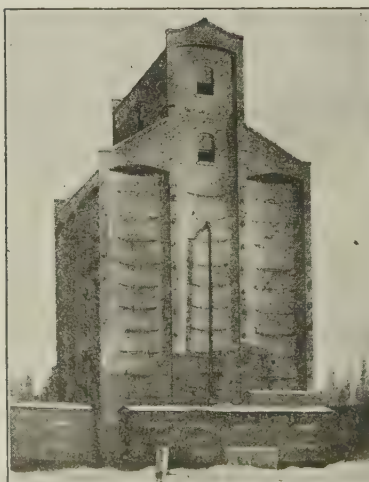
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Nothing but first-class, modern country elevators.

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Does away with the fire hazard and pays for itself
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We build Grain Elevators of every description.

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Thirty years' experience. Get my estimates.

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The Best, Made by
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Fire Proof Steel Grain Elevators

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Send for illustrated catalog on fire proof steel grain elevators.

MODERN POWER TRANSMISSION ENGINEERING

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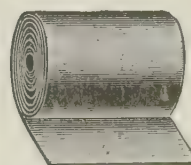
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Of special interest to those contemplating mill or factory improvements.
Sample copy free. Address.

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We furnished the belting for the Pioneer
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Belting, Buckets, Leads and Boots,
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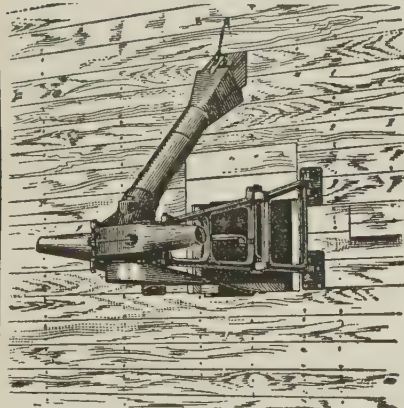
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General Office and Factory,
LEAVENWORTH, KANS.

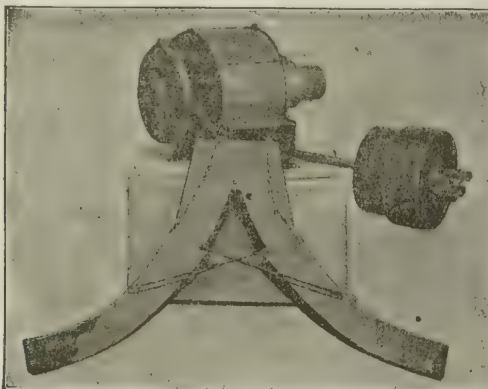
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MACHINERYGAS AND STEAM ENGINES,
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Car Loader

Manufactured at Allenville, Ill. Loads any size car from end to end and full to the roof with but very little power. Does not crack grain. Does not blow the grain, thus sorting the light and heavy and causing off grades. Pays for itself in a short time. Hundreds in use giving universal satisfaction. Can we interest you by saving you money? Sold subject to 30 days' trial at your elevator. Write for catalog giving full particulars.

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CAR LOADERSLOAD MORE GRAIN, IN LESS
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THAN ANY OTHER LOADER MADELoads both ends of car
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GRAIN DEALERS JOURNAL

255 La Salle Street

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A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

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Siebers Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

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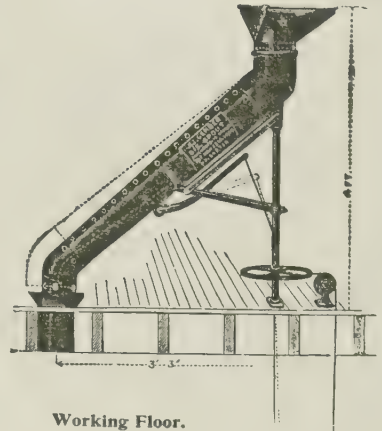
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Patented May 15, 1900, Feb. 18, 1902.
Beware of Infringement.

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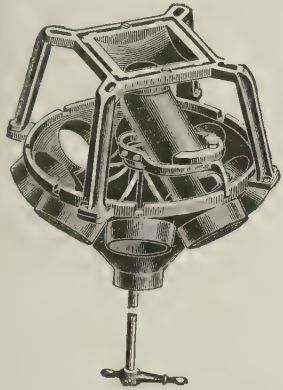
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For proof send for illustrated descriptive booklet and circular.

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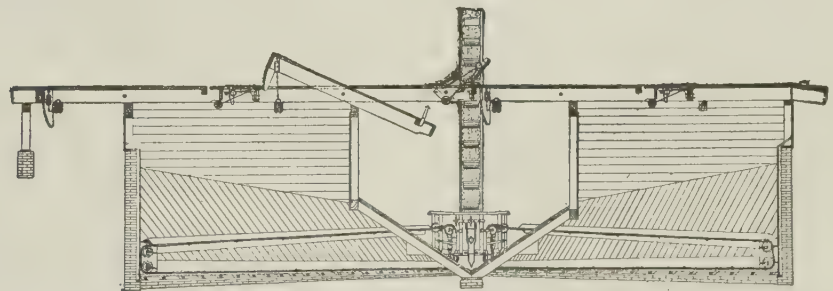
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STEEL JOISTS, METAL FRAME.
NO PIT REQUIRED.

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THE NEW ERA ELEVATOR



Affords you the easiest and quickest transit between first and cupola floors, known to mechanical science. It needs no power and, therefore, is always ready. Please inform yourself as to its merits by applying to

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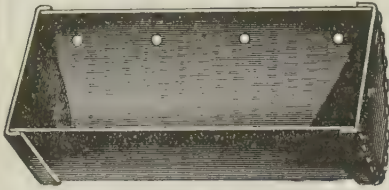
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All Kinds Rebuilt and Repaired Promptly.

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ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



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Perfectly protects
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From corrosion for years. Write us for information as to its covering capacity.

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For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

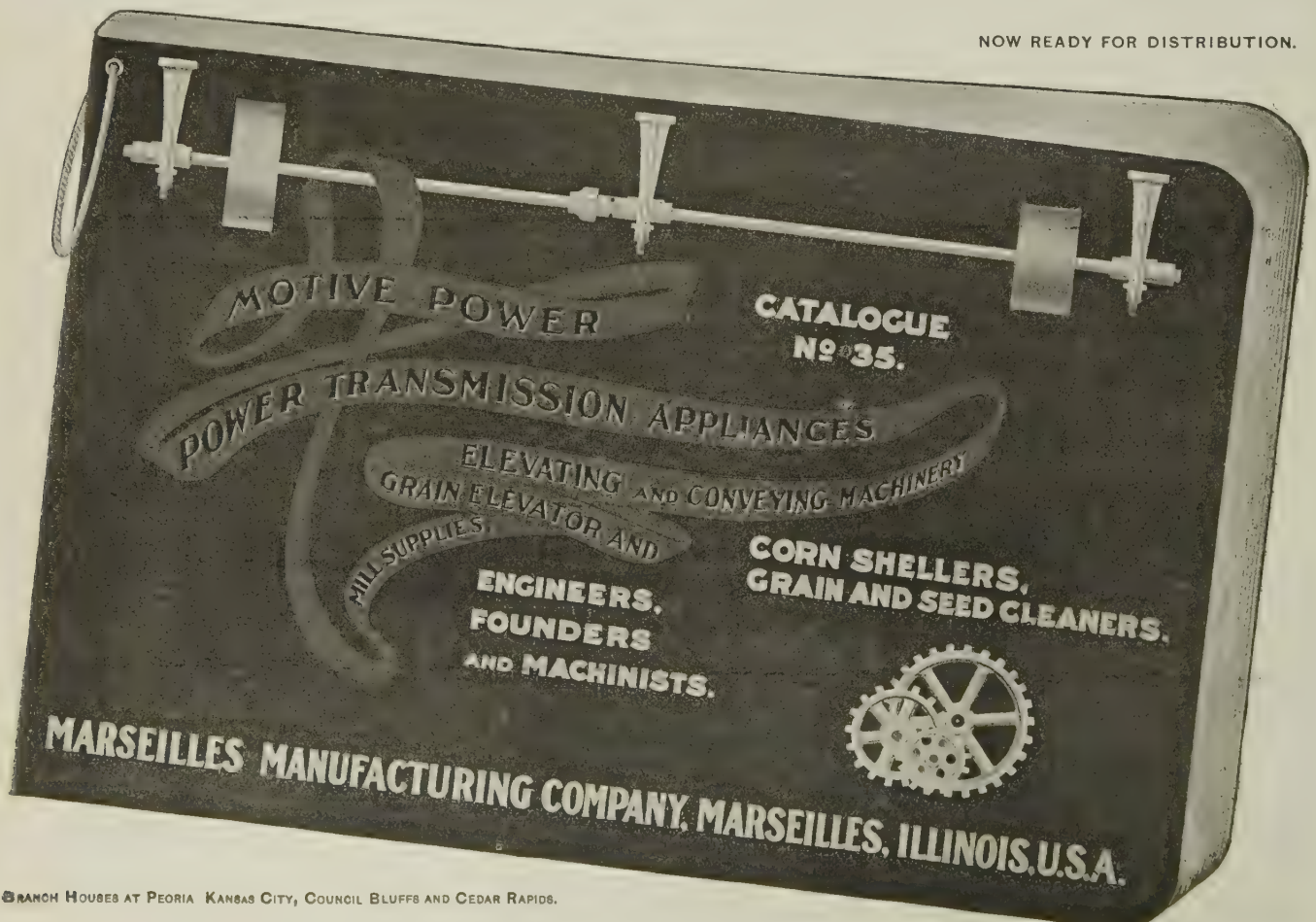
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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

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 Des Moines, Iowa.
 Insures Mills, Elevators, Warehouses and
 Contents. Oldest Flour Mill Mutual
 in America. Saved to Members
 nearly \$1,000,000.
J. C. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

on Modern elevators and Contents can be
 secured at about one-half the rates
 charged by stock companies by addressing

MILLERS NATIONAL INS. CO.
 205 La Salle Street, CHICAGO, ILL.
 CHARTERED, 1865 ASSETS, \$2,721,893
 NET CASH SURPLUS, \$469,382.27
 W. L. Barnum, Secy.

INDIANA MILLERS
MUTUAL
FIRE INSURANCE
COMPANY
 OF INDIANAPOLIS, IND.

JAN. 1, 1902.
 Gross Premium Notes.....\$697,501.33
 Surplus to Policy Holders..... 697,351.55
 Dividends Paid Policy Holders..... 238,565.84
 Cash Assets..... 119,924.77

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.
 Losses paid when adjusted and NO DIS-
 COUNT demanded. Address,
E. E. PERRY, Secretary.

Michigan Millers Mutual
Fire Insurance Co. of Lansing,
Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
 Losses Paid..... 718,556.00
 Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
 1900
 1901

Insures Flour Mills, Grain and Elevators.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies
 in the best Stock Companies.
 Insurance follows grain up and down as the
 quantity stored in each house changes. Will AL-
 WAYS have insurance where you have grain.
 Simple, Sure, Economical. Investigate and you
 will find it absolute protection and cheap.
 Business handled anywhere. Write us.
H. M. LANTZ & CO., DES MOINES, Iowa.
 25 years' experience. Best of references.

THE ENGLISH SUPPLY CO., KANSAS CITY, MO.
Steam Engines and Boilers
 Pulleys, Shafting and Hangers.
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DAMP WHEAT

is dried and made merchant-
 able in the

Hess Pneumatic Grain Drier

cheaper and faster than in any
 other device.

It dries other grains
 just as well.

Hess Warming & Ventilating Co.
 707 Tacoma Building
 CHICAGO

FRANKLIN GRAIN RECORD No. 99

is designed especially for use of grain buyers in
 keeping detailed record of grain bought from farmers.
 It is made of good paper and bound in heavy
 manilla cover stock. Size 10½ x 14 inches. Its
 100 ruled pages are numbered and at top of each
 are the following column headings: "Date, Name,
 Driver, Kind of Grain, Gross, Tare, Bushels,
 Total Amount Bushels, Price, Amount, Remark."
PRICE, \$1.00.

Grain Dealers Company,
 10 PACIFIC AVE., CHICAGO, ILL.

Record of Cars Shipped FORM 385

Is designed especially for the use of
 country shippers in keeping a complete
 record of each car of grain shipped.

It contains 160 pages of Record Linen
 Ledger paper, ruled to meet the needs of
 the grain dealer's business. The column
 headings are: Date Sold, Date Shipped,
 Car No., Initials, To Whom Sold, Des-
 tination, Grain, Grade Sold, Their In-
 spection, Discount, Amount Freight,
 Our Weight, Bushels, Destination Bush-
 els, Over, Short, Price, Amount, Freight,
 Other Charges, Remarks.

The book is 9½ x 12 inches and has
 spaces for recording the foregoing facts
 regarding 2,400 carloads. It is well
 bound in strong boards with leather
 back and corners. Price, \$1.50.

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 255 La Salle St., CHICAGO, ILL.

The Gas Engine Handbook (Second Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for
 Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the
 engine. Gas engine troubles, where to look
 for the cause of the trouble, and the reme-
 dies which apply. How gasoline engines
 differ from gas engines. How to handle a
 gasoline engine and special rules for its
 care. All about the igniters, valve mech-
 anisms, governors and devices for start-
 ing large engines, etc.

This book is equally valuable for the de-
 signer and engineer. It covers all points
 thoroughly, and a draughtsman by follow-
 ing the rules and formulas laid down can
 design without difficulty a perfect engine.

The book is 3¼ x 5¼ inches, contains 240
 pages of descriptive and illustrated matter
 and is well bound in cloth. Price \$1.50.

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GRAIN DEALERS COMPANY
 255 LaSalle St., CHICAGO, ILL.

"The Special Car Mover" IS PUTTING IT MILD

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SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly
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 crank or radius of wheel. Moves a car 6 to 12 inches
 at each stroke on a level track. Price \$5.00
 F. O. B. Sac City, Iowa. Shipped C. O. D., subject
 to 10 days' trial and acceptance.

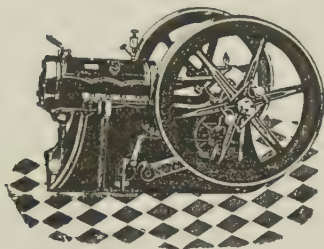
THE CONVEYOR CAR LOADER
 Leads in its line. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
 and Storage System is the best and cheapest ear
 corn and small grain storage. Grain dealers, feed-
 ers and farmers plants solve the problem of crib-
 bing ear corn, etc., without shovelling. Attracts
 the most profitable part of the business. Write for
 full particulars.

H. KURTZ & SON, Sac City, Iowa

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Power for Every Class of Work.



The Waterloo Gasoline Engine Co. Waterloo, Ia.

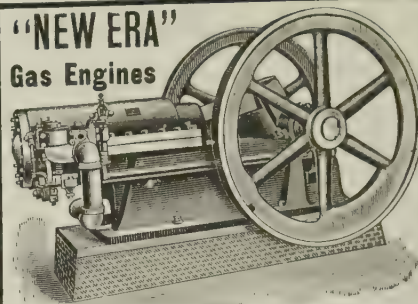
Branch Houses: David Bradley & Co., Council Bluffs, Iowa; Bradley, Clark & Co., Minneapolis, Minn.

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Gas or Gasoline.
A perfectly reliable engine. So constructed as to be easily cleaned, quickly cooled. No water leakage. Insulation stands heat, dampness and frost. Consumes less fuel; gives maximum degree of power. Made to last. Agents wanted. Strong guarantees. Write for particulars.

Portable also.
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John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

"NEW ERA"
Gas Engines

For Gas or Gasoline.

Sizes 5 to 80 H. P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

HOWE SCALES AND HOWE ENGINES

Can you get anything better?
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INVESTIGATION WILL DETERMINE.

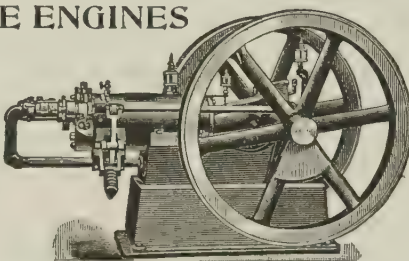
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1 to 60 H. P.

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Steel Frames.

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Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

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GRAIN DEALERS COMPANY
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Friend

Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4 1/4 x 8 3/4 inches. 110 pages.

PRICE, \$1.00

GRAIN DEALERS COMPANY
255 LA SALLE ST., CHICAGO, ILL.

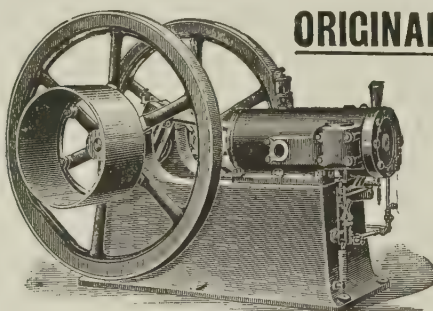
GRAIN
CONTRACT
BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3 1/4 x 10 3/4 inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

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Most Popular and Reliable for
**GRAIN ELEVATORS
WATER WORKS
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Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end. Buy a Lewis at the start. It is acknowledged to be standard in all respects.

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Is more extensively used by Grain
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than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

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255 La Salle St. CHICAGO, ILL.

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.. REDUCED TO ..

Bushel Prices.

The equivalent of any cental price from 30 to 60 cents per 100 pounds in prices for bushels of 68, 70, 72 and 74 pounds is shown by this table, which is well printed from bold face type, on good bristle board.

Any dealer can obtain a copy for 25 cents. Price to JOURNAL subscribers, 6 cents.

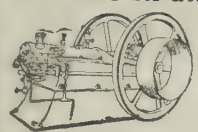
**GRAIN
DEALERS JOURNAL**

255 La Salle St.

CHICAGO, ILL.

POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE

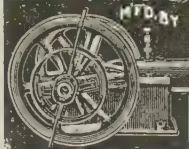


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WRITE FOR DESCRIPTION.

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MADE BY LENNOX MACH. CO.

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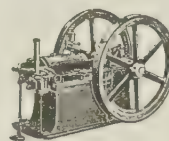
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From 1 to 30 H. P.

Write for descriptive circular.

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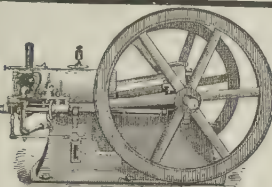


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Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

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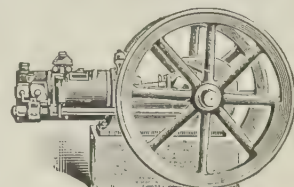
Gasoline Engines

Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
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The Careful and Thorough Test Given Every OTTO Engine would not alone have placed it in the high position it holds had not correct design, best materials and skilled workmanship preceded the test.

The buyer's interests are safeguarded during every step of the engine's progress through the shops by the watchful care of men who have made gas engineering their life study. For twenty-six years our entire energy has been devoted to the perfecting of the OTTO, and our entire plant (covering a city block) has been used solely for its manufacture.

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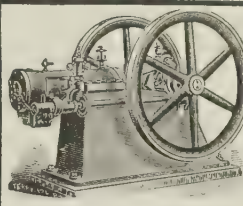
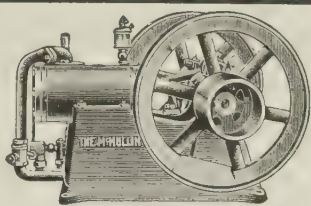
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Simple, effective, easily started and adjusted.

Columbus Machine Co.
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Send for Catalog No. 39

The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book is just out and is strictly up-to-date. You can not afford to be without it. It is of convenient size, printed on book paper and neatly bound in cloth.

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

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CLARK'S CAR REGISTER

is designed especially to facilitate finding of record of any car. A time and labor saver. Invaluable to receivers.

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Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER,
by E. W. Longanecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts, Price, \$1.50.

For any of the above address,

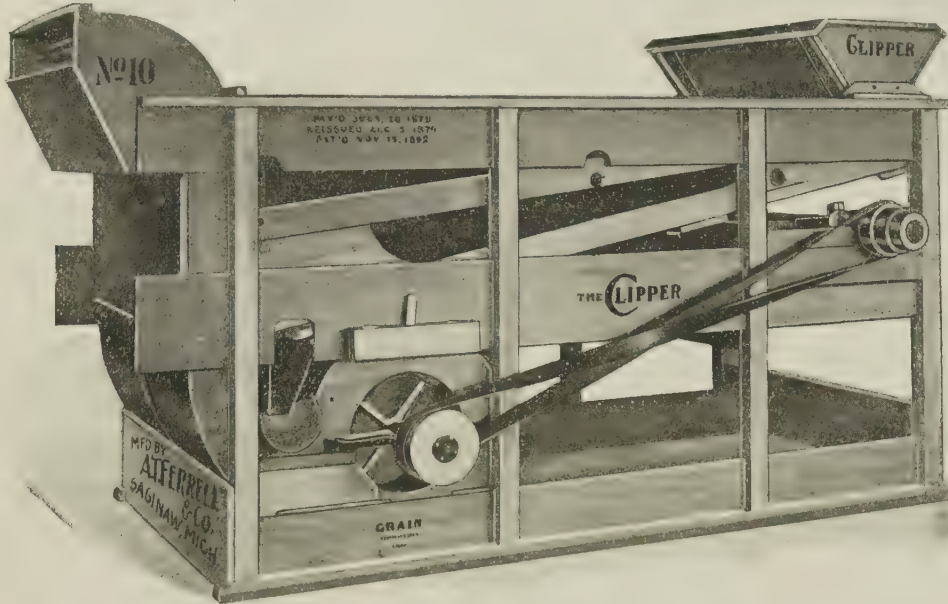
Grain Dealers Co.,

255 La Salle St.

Chicago, Ill.

Clipper Grain and Flax Cleaners

This cut shows our No. 10 Grain and Flax Cleaner, designed especially for handling Northwestern Grain and Flax. The shoe is so arranged that the pitch of the screen can be changed to accommodate very damp or very dry stock.



Our No. 9 and No. 10 machines have had and are still having an enormous run in the Northwest among grain and flax elevators. They are guaranteed to be first class in every particular, to give entire satisfaction in cleaning grain and flax, and to require very much less power than any other cleaner of equal capacity. This last is a very important item in a country where the gasoline engine is mainly depended on for power.

One firm in the Northwest is using in their line of elevators 98 of our Cleaners. Our Sample Plate of Perforations and new Catalogue mailed on request.

A. T. Ferrell & Co., Saginaw, Mich.

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Have no equal for Conveying or power transmission.

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The rate for Advertisements in this department is 15 cents per line each insertion.

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ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

ELEVATOR, 7,000-bu., for sale at a bargain; on P., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

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TEN THOUSAND-bushel house; large territory, good prospects for crop. Is snap if taken quick. Box 53, Logan, Ia.

TWO GOOD elevators for sale. situated on B. & M. R. R. Price, \$6,000. Fine crop this year. Address F. C. Kellogg, McCook, Neb.

ELEVATOR in good grain territory for sale; steam engine, 35 h. p.; roller and French burr mills for feed grinding. Box 516, Whitewater, Wis.

ELEVATOR in good grain town in west. O., 25,000 bu. cap.; gas engine, sheller, all modern machinery. S., box 8, care Grain Dealers Journal, Chicago.

HAY, grain, feed and coal business is offered at Burns, Kan. Elevator new, storage for 100 cars hay; splendid location. J. C. Lilley, Marion, Kan.

BEST elevator plant in Indiana, first-class in every way, including a large feed mill, on railroad running from Toledo to St. Louis. Address Mac, box 3, care Grain Dealers Journal, Chicago.

MILL and ELEVATOR for sale; Indiana county seat; shipments 250,000. One competitor, shipping same amount. Address Lock Box 262, care Grain Dealers Journal, Chicago.

A GOOD elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

FIVE good new elevators with a total capacity of 50,000 bushels, on the Frisco R. R., all in the heart of the wheat belt in Okla. "Good crop." Want to sell at once. Wirt & Lyons Co., Enid, Okla.

ON C. & E. I. R. R. in Illinois, a 35,000-bushel elevator, with ½ block of ground and coal business. Want to sell by Sept. 1, and for good reasons. Address, for full information, Farmer, 72 Traders bldg., Chicago, Ill.

THREE elevators in Indiana; two in Illinois; two in Nebraska. All money makers. 50 bbl. roller mill and elevator in western Indiana, shipments 25,000 bu.; yearly profit, \$5,000. Good reason for selling. Aaron Smick, Decatur, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn.; crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

COMPLETE GRAIN RENOVATING plant for sale; on Belt Line, Chicago. Good elevator, with large, new Hess Drier and scouring and separating machinery, all ready for use. Favorable terms. Chicago Grain Salvage Co., 708 Tacoma bldg., Chicago.

ILLINOIS elevator for sale, 20,000 bu.; located on C. & N. W. Ry., 50 miles west Chicago; also feed elevator, coal yard and grounds. Buildings comparatively new. Gasoline engine. No competition. Crop prospects never better. Price, \$7,000. Address C. Keefe & Co., Maple Park, Ill.

ON account of failing health, we offer our elevators for sale; can give possession at once. Walton house, 40,000 capacity, rebuilt last year, steam power, 3 stands elevators, 2 Constants Dumps, slate roof; competition. Onward house, 10,000 bu. capacity, rebuilt this spring; one overhead dump; 1 stand elevators, iron roof. Both on railroad ground. Price for both, \$8,500. Owen Hurd & Son, Walton, Ind.

WE WILL SELL ONE or all of the St. Paul & Kansas City Grain Co.'s elevators, located at the following stations on the Chicago Great Western Railway: Empire, Hampton, Randolph, Stanton, Dennison, Nerstrand, Kenyon, Skyberg, West Concord, Eden, Dodge Center, Vlasaty, Hayfield and Wasioja, Minnesota; also elevators at the following stations on the same road in Iowa: Riceville, Devon, New Hampton, Fredericksburg, Tripoli and Brenner. Address Fred C. Van Dusen and Peter B. Smith, assignees, Minneapolis, Minn.

ELEVATOR on the Missouri Pacific near Atchison, Kan., for sale at \$4,500, with liberal deduction for cash if taken soon, as I am unable to attend business and must change climate. Elevator, granary, warehouse, 3 cribs, 2 coal houses, office, scales, city lot. Storage for 27,000 bushels, everything new, gasoline engine, hopper bins. I handle 15 to 20 cars coal annually. Station handles 200,000 to 300,000 bushels grain annually; one other elevator, but large territory to draw from. Good railroad facilities. Address Sunflower, 72 Traders bldg., Chicago, Ill.

GRAIN FOR SALE.

THOROUGHLY DRIED salvage wheat and rye at a bargain. Address Buffalo, Box 2, care Grain Dealers Journal, Chicago.

WHITE WHEAT in carloads, if needing write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

60,000 BUSHELS DRIED SALVAGE oats, wheat and rye at Buffalo, N. Y.; price, 48 to 65 cents delivered eastern points. Write for samples to Brooks Elevator Co., Minneapolis, Minn.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

ELEVATORS WANTED.

WANTED: Elevator in or near good Indiana or Illinois city or town. Give full description, location and best cash price. Address Wilber F. Stillwell, Covington, Ind.

EXCHANGE for good elevator in s. e. So. Dak., or n. w. Iowa, ½ sec. good land in S. D.; also ¼ sec. timber land in Clatsop Co., Ore. Address Lock Box 66, Tyndall, S. D.

WANTED TO BUY AND SELL ELEVATORS. List your grain elevators with me. I have cash buyers and can guarantee satisfactory prices for properties. Address Aaron Smick, Decatur, Ill.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WANT to buy a good elevator in good territory; eastern Ind. or western Ohio preferred. (Prefer corn and oats territory.) Must be in good town and handle not less than 100,000 to 250,000 bus. per year. Address E. B., box 1, care Grain Dealers Journal, Chicago.

MISCELLANEOUS FOR SALE.

FOR SALE—French burr 30 in., \$25; autograph register, \$15. Hamilton, Wesley block, Columbus, O.

OATS BLEACHER. If you want one, now is the time for it. Something new. Address C. F. D., box 3, care Grain Dealers Journal, Chicago.

BOILERS; engines; pumps; heaters; corn shellers; warehouse cleaners; belting; buckets; transmitting machinery; complete elevator outfits. Correspondence solicited. Pittsburg Steel Shafting Co., Toledo, Ohio.

OHIO mill, elevator and hay warehouses for sale; 70-bbl. mill, 15,000-bu. elevator combined. Two hay warehouses, 200 tons capacity; 250 cars shipped last year. Will sell separately or all together. Address Buckeye, box 1, care Grain Dealers Journal, Chicago.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

We are in the market to buy several Grain Stations throughout Central Illinois. Write us, giving price description of plant, and territory.

Burks Grain & Elevator Co.,
Receivers and Shippers,
Decatur, Ill. Detroit, Mich

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine of 10 h.p. for sale. Winnipeg Elevator Co., Winnipeg, Man.

GAS and gasoline engines. None better made. The Carl Anderson Co., 23 North Clinton st., Chicago.

GASOLINE engine for sale; 12-h.p. Charter, complete; run only 1 week. The A. C. Tiede Co., Elkport, Iowa.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

GASOLINE and STEAM engines sold and erected anywhere. A few bargains in 2d hand. Will exchange. J. D. Wallace, Champaign, Ill.

BOILERS, engines and gasoline engines, 6 to 35 h.p., \$40 and up. Bargains in stacks, feed mills, etc. Bicknell Hdw. Co., Janesville, Wis.

FOR SALE.—Replaced with larger engine. Buckeye Automatic 9x14 in good condition. Bourbon Ele. & Milling Co., Bourbon, Ind.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

CENTER CRANK 8-h. p. steam engine in good repair, including ten-horse return flue boiler and all fittings. A bargain for \$150. Write or inquire of C. B. Johnston & Co., Arrowsmith, Ill.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

CENTER CRANK engine for sale, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. Inquire of H. Clark & Son, Arlington, O.

ENGINES for sale: 17 & 29x22-in. Williams auto. tandem comp.; 16x42-in. Reynolds Corliss, R.H.; 12x24-in. slide valve; 5¼x10-in. 2-cylinder, belt-driven Deane pump; 15-h.p. vertical gas engine. W. S. McKinney & Co., 210 Dearborn-st., Chicago.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE.—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

NEW ENGINES at low prices. We have in stock the following sizes: 10-h. p., 15-h. p., 20-h. p., 25-h. p., 50-h. p., 60-h. p. "Tandem" Gasoline Engines, which we offer at decided bargains. First-class, substantial engines. Write us at once. Northern Engineering Works, 31 Chene st., Detroit, Mich.

ENGINES FOR SALE.

SECOND-HAND gasoline engines cheap; 30-h.p. Webster, \$600; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

ONE 12-h. p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h. p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

ONE 9x14 40-h. p. Atlas Automatic Side Crank Engine and one 40-h. p. portable boiler on skids, with 48 3-inch tubes, 22x44 feet stack. This plant has been used carefully for three years and is in first-class condition. May be seen running until June 25th. Address for particulars, Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE 34-h. p. Fairbanks gasoline engine, practically new, \$600; one 28-h. p. Fairbank's gasoline engine, \$500; one 18-h. p. Olds' gasoline engine, \$375; one 15-h. p. Olds' gasoline engine, \$325; one 15-h. p. Webster gasoline engine, \$425; one 12-h. p. Webster gasoline engine, \$400; one 10-h. p. Webster gasoline engine, \$375. The Webster engines are the latest improved. For sale by Allen P. Ely & Co., Omaha.

MACHINES WANTED.

FEED MILL wanted, a No. 8 Bowsher; secondhand; but must be in good repair. Duncan Bros., Braman, Okla.

WE WANT a good grain cleaner, 500 to 700 bushels an hour capacity. Have you got it? Hartley Grain Co., Hartley, Ia.

ENGINES WANTED

SECOND-HAND 1 to 2 h. p. gasoline engine wanted, electric igniter; state make, time in use, condition, what requisites will be shipped with it and lowest cash price. E. M. Harris & Co., Branchville, Va.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

WAGON SCALE for sale, 6-ton Fairbanks. A. F. Chase & Co., 215 3rd street S., Minneapolis, Minn.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

SECONDHAND SCALES—Railroad track, wagon, dump and grain scales of different make and capacity. Borden & Selleck Co., 48 Lake-st., Chicago.

BAGS New & Second Hand

All sizes to order. Write for prices. CINCINNATI BAG CO., CINCINNATI, O.

MACHINES FOR SALE.

ONE L No. 1 Scientific Feed Mill, good as new, for sale cheap. Box 48, Cedarville, O.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

TWO SMITH LIFT DUMPS for sale, almost new. Price reasonable. Mattoon Elevator Co., Mattoon, Ill.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 1, care Grain Dealers Journal, Chicago.

A CORN, oats and wheat cleaner of large capacity; a bargain; 10 days' trial. B. S. Constant Co., Bloomington, Ill.

CAR MOVERS, double clutch, best on the market, sent on thirty days' trial. Address Pittsburg Steel Shafting Co., Toledo, Ohio.

TREAD POWER for sale. A good 2-horse tread power, in good repair, 100 ft. No. 67 detachable chain and 110 8x5 cups. C. T. Sidwell, Florence, Iowa.

SHELLERS, CLEANERS & CLIPPERS of different makes; second-hand, good condition; at low prices. Address A. S. Garman & Sons, Akron, O.

OAT CLIPPER, 2,500 bu. capacity; wheat cleaner and improved dustless corn sheller for sale. All new and in good repair. Berry-Horn Coal Co., Bank of Commerce bldg., St. Louis, Mo.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

OAT CLIPPER for sale, No. 9, latest improved Monitor, never been run. Or exchange for feed mill with capacity of 5 to 7,000 lbs. per hour. Address Clipper, box 7, care Grain Dealers Journal, Chicago.

VORTEX dust collector 9x18; 24-in. steel plate exhaust fan, opening 12 in.; 100 ft. galvanized 12-in. pipe; all good as new; Dickey Dustless Separator, No. 2, with set of barley sieves; good order. E. A. Brown, Fulton, Ill.

FOR SALE.—Two, latest model, Eureka Oat Clippers of 1,500 bushels capacity, each, per hour; also one Barnard & Leas, latest model, Oat Clipper, same capacity. Address D. Rothschild Grain Co., Davenport, Iowa.

OAT CLIPPERS for sale at half price of new; two B. & L. 1,000-bushel clippers, replaced by machines of larger capacity, same make. Used one season; in good condition. Address C. G. M., box 12, care Grain Dealers Journal, Chicago.

ONE 18-in. vertical French burr stone; 1 14-in. vertical French burr stone; 1 advance wheat brush; 2 600-pound portable scales; 1 Western Mill Sheller; 1 2-hole corn sheller; 2 32x6 ft. hexagon corn meal bolts; 2 18x60 in. corn meal sieves, for sale. Also a lot of shafting, pulleys and belting and 50 stands of elevators complete. Address The E. E. Hollister Co., 116 North Front street, Quincy, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MILLS FOR SALE.

ONE 75-barrel mill in Central Ohio, located on two trunk lines, very prosperous and progressive town; owner has made money enough and wishes to retire. Address for full particulars, P. O. box 501, Toledo, Ohio.

TRUSTEE'S SALE.—Notice is hereby given that I will sell at private sale, for cash, at my office, No. 230 West Washington street, city of South Bend, St. Joseph county, Indiana, commencing at ten o'clock a. m. of August 25th, 1902, the following real estate, situated in the city of South Bend, St. Joseph county, Indiana.

Lot nineteen (19) in the South Bend Manufacturing Company's addition to the town, now city, of South Bend. Also one hundred and fourteen (114) feet north and south taken off and from the south end of lot seventy-six (76) in the original plat of the town, now city, of South Bend, except therefrom the following portion bounded by a line running as follows, viz: Beginning at the southwest corner of said lot seventy-six (76), thence north ninety-three (93) feet, thence east sixty-two (62) feet, thence south twenty (20) feet, thence south four and one-half (4½) degrees, west sixty-six and one-half (66½) feet, thence southwest to the south line of said lot seventy-six (76), thence west to the place of beginning.

Also sell lots sixteen (16), seventeen (17) and eighteen (18) in said South Bend Manufacturing Company's Addition to South Bend, together with three hundred and twenty-eight and one-half (328½) shares of water stock in the South Bend Manufacturing Company, as water power for the two flouring mills on said lots.

Said sale shall be made as follows: The trustee will first offer for sale in bulk all of the aforesaid described real estate, and the aforesaid described stock in the South Bend Manufacturing Company, but if no satisfactory bid be received for said property in bulk, then he will offer for sale the Phoenix Mill, together with the real estate on which the same is located, and the permanent fixtures therein, and not less than ninety (90), and not more than one hundred and forty-eight and one-half (148½) shares of stock in said South Bend Manufacturing Company. And he will also offer for sale the City Roller Mills and the real estate on which the same is located, together with the permanent fixtures therein, and not less than one hundred and eighty (180) shares, and not more than two hundred and thirty-eight and one-half (238½) shares of water stock in the South Bend Manufacturing Company.

Should a satisfactory bid be received for both mills he may sell the same with such number of shares in said South Bend Manufacturing Company as the purchaser may desire. Provided, however, that both of said mills are not to be sold unless at least two hundred seventy (270) shares of said stock be sold therewith.

Said sale will be continued from day to day until said property is sold.

All bids must be submitted to said trustee in writing and all sales shall be subject to the approval of Francis E. Lambert, Esq., referee in bankruptcy. Albert H. Cushing, Trustee.

MILLS FOR SALE.

200-BBL. MILL and 30,000-bu. elevator on the Clover Leaf for sale at a bargain. J. D. Fritch, Frankfort, Ind.

100-bbl. merchant and exchange, wheat and corn mill, steam power; 3-story and basement brick, 43x33. Three-story frame joining, ironclad, 33x33. Storage capacity 5,000 bu. wheat. Good brick engine room and stack. Good barn and shop, separate one-story frame, 50x50; bins for storing 6,000 to 7,000 bu. wheat or corn. Location good. Will sell cheap. Address A. W. Songer, prop., Kinmundy, Ill.

MILL PROPERTY for sale, with wholesale and retail and grist business; flourhouse, warehouse, barn. Creamery on ground pays \$200 a year and draws trade. Mill 2½ story and basement, containing 2,000 bu. grain storage, tubular boiler, automatic engine, 5 elevators, good sheller; 3-high 6-roller mill; 1 stand single rolls; 2 buckwheat and rye reels, corn-meal bolt, scales, trucks. Best location, on Main-st., lot alone worth \$1,500; my price is \$3,500; no trade. T. G. White, Marion, Iowa.

SITUATIONS WANTED.

POSITION wanted as superintendent of elevator. Twelve years' experience; good references. Address H. T. M., box 1, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

HELP WANTED.

YOUNG MAN who understands insurance, wanted, to solicit elevator insurance. Address F. R. T., box 3, care Grain Dealers Journal, Chicago.

FIRST-CLASS all around grain man to act as bookkeeper, weighman or buyer; \$100 a month for right man. Address Lafayette, box 3, care Grain Dealers Journal, Chicago.

SUPERINTENDENT or foreman, competent man to take charge of a strictly modern house. Must understand mixing and cleaning. References required. B. H., box 2, care Grain Dealers Journal, Chicago.

AN EXPERIENCED elevator man wanted, who thoroughly understands cleaning of grain and clipping of oats, for a large transfer elevator in the country. Address M. P., box 3, care Grain Dealers Journal, Chicago.

WANTED—An experienced elevator man for small country elevator. One who understands handling a gasoline engine. State salary expected and how soon you could report for business. The Wallace Co., Port Austin, Mich.

Grain Trade Books

of all kinds can be obtained at the office of the

GRAIN DEALERS JOURNAL, CHICAGO.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

190

STAINED OATS AND BARLEY

can be made bright and sweet by our patent process of purifying. Then, too, you can get a better price for your grain. The impurities such as smut, must and mold odors are entirely removed.

A purifier can increase your profits enough to pay for itself in a short time. . . . Write for particulars to

The American Grain Purifier Constructing Co.,
Davenport, Iowa, or Kentland, Ind.

WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

248 4th Ave. So.

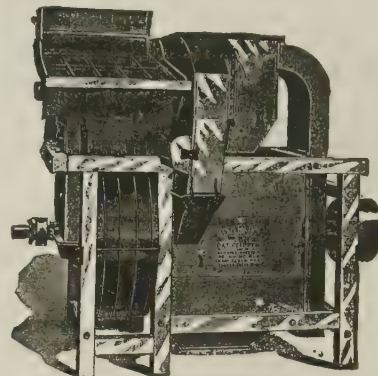
Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

CLIP YOUR OATS WITH AN

Invincible Oat Clipper

It clips rapidly, perfectly and without waste, regardless of the weather. Large capacity, perfection of work, economy of operation, simplicity and durability are points in its favor.



Our machines are compactly built, run smoothly and do not hull the oats.

We manufacture Oat Clippers, Receiving Separators, Scourers and Cleaners, Needle Screen Gravity Separators and Spiral Belt Separators. . . . SEND FOR CATALOG

Invincible Grain Cleaner Co.

INVINCIBLE WORKS

SILVER CREEK, NEW YORK

REPRESENTED BY

W. J. SCOTT, . . . Wyoming Hotel, Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.
CHAS. H. SCOTT, . . . Nicollet Hotel, Minneapolis, Minn.
J. N. BACON, . . . Balchorne Block, Indianapolis, Ind.

How Do You Know It's Cheaper?

Every once in a while a man breaks out with the remark that "I'd like to have a Monitor Scourer in my grain cleaning department, but there are cheaper machines."

How do you know they are cheaper?

It's the same old story of the "Cheap-in-the-Beginning-Man" getting a thing at a "Dear-in-the-End-Price."

If there was a great big difference in the price between the "Just-as-good" Scourer and the Monitor Scourer, there might be something in this cheap proposition, but there is not enough difference in money to make it worth while, and nine cases out of ten we find that a man pays just as much for the capacity of the machine he buys as he would pay for the same capacity in a Monitor Machine.

If you buy the "Just-as-good" Machine and you think you are getting a five hundred bushel machine and it turns out that it can only do four hundred bushel machine, you are paying for a four hundred bushel machine, aren't you?

That's reasonable, isn't it?

It's chances against you that if you had bought our four hundred bushel machine you would have got it at the same price and possibly a little cheaper.

The whole point comes right here with regards to the Monitor product:

In the Monitor product you get exactly what you pay for at a price that you have got to pay for a machine that is "just-as-good" as the Monitor.

We haven't been in business as long as we have to let anybody else set the pace.

The Monitor product has always been right up front—always been doing all it said it would do—always doing it at a price that was fair and square and honest, and we won't give anyone the advantage to-day.

The Monitor Scourers do closer, better and more even work.

You can do light or severe scouring at your pleasure.

They have absolutely positive and controlled air separations.

It has better sieve separations.

Its capacity is just what we say it is.

Its construction is just what our trade-mark stands for.

It makes the best machine in the market.

These are the things that the Monitor trade-mark stands for, and these are the things you pay for and these are the things you get, and if you can point to one thing in which our guarantee fails in being reproduced right on the floor, back goes the machine to us—there is no "ifs," "ands" or "buts" about it.

We go anywhere for business and talk to any kind of a man who talks business, and we would be glad to hear from you if you are thinking about it.

And just here we would like to ask you again about that cheap machine—how do you know it is cheaper?

Do you know, or did somebody else tell you so?

The Huntley Manufacturing Co.

Grain Cleaning Machinery for Mills and Elevators

THE MONITOR WORKS

SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK,

Editor and Manager.

Subscription Rates:

One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local checks.

To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., AUGUST 10, 1902.

Judging from the many elevators being erected in Manitoba and Western Canada enormous crops are assured.

Some dealers of the wheat districts of Kansas complain that the drought was so severe they will have no grain to handle.

If the weather man had been enjoined from furnishing so much rain the shorts might have been able to fill contracts.

Those just-as-good elevators erected by the country barn builders at half the price have commenced to spill their loads. Look out.

Lightning has caused the destruction of more grain elevators than usual this season and as a result more elevator men are insuring against this danger.

Another youth was smothered in a bin of an Illinois elevator this month. This accident does not occur in elevators to which children are denied admission.

If it were not necessary for the short sellers to make their contracts good, buying grain futures from them would be aimless, useless and a wanton waste of time.

It has been quite hot in New Orleans recently, but this has not been due entirely to the fact that the city has two grain inspection departments.

The government statistician and Census Bureau seem unable to agree in the matter of reporting crops. This is distressing, for now no one will know which to believe.

Michigan farmers are fighting another octopus, another trust. The threshermen have combined to raise prices for their

work to what the farmers consider an unreasonable figure.

Some dealers have refused to receive wheat or oats because both were too wet and have sought to dissuade farmers from threshing until the grain has had time to dry out in shock.

The elevator man who has a drier and a bleacher is in clover, oats and barley these days, and his profits exceed several times the cost of his machines. The demand for machines of this character for immediate use has been excellent.

Shippers to St. Louis should insist upon having their grain weighed by the Merchants Exchange Weighing Department. Two or three elevator operators persist in attracting suspicion to their houses by refusing to admit the employees of the department.

The leading short in July oats considers himself "victimized." If that be so, what happened to the longs, who bot oats from him for July delivery, yet have been unable to secure the grain as provided by his contracts, custom and the rules of the Board?

The new crop has commenced to move and each day brings a new report of the arrival of the largest car on record. If this spirit of competition does not cease soon the railroads will have to build two-story cars in order to satisfy the longing of shippers.

If some long-headed individual, with ability to foresee the future, had only enjoined the injunction traders from selling oats which they did not possess, the trade would have avoided a lot of trouble and the enjoinders would have been compelled to keep their money.

A few crop experts are predicting enough corn to reduce the price in Chicago to 25 cents. It will take two big crops in succession to do that. Old corn is a scarce article and the man who is honest in expecting 25-cent corn is hoping against facts and reason.

Country shippers who are now paying more for low-grade grain than it is possible to realize in the central markets will be much grieved when they receive returns from their first shipments. Some damp grain will heat in the car, but none of it is likely to improve in quality in transit.

Buffalo elevator men seem to be unable to agree upon a satisfactory division of their prey for very long. Their greed has long exceeded the legal fees for transferring grain from vessels to cars and boats, but the profits from the work at their own prices have enabled them to defeat the law.

The steel-lined grain car would go far toward reducing the shortage trouble, and no doubt increase the freight earn-

ings of carriers and reduce the friction between shippers and carriers more than enough to offset any possible cost of such improvement in rolling stock. Every old car could be made grain proof without an unreasonable expenditure.

There seems to be good reasons for thinking the Chicago inspection is more rigid during the running of a corner in grain than at any other time. It is but natural that inspectors should be nervously careful at such times. However, be this as it may, short sellers will not believe the inspection to be uniform until grading is reduced to an exact science.

The building of large elevators seems to be accompanied by more casualties than would be possible were reasonable care taken in guarding against such accidents. The elevator owners are as much to blame as anyone, because they postpone letting the contract until the last minute and then rush everyone to a run until it is completed.

The maltsters have commenced to work for free barley and the grain receivers of the central markets and the Northwest have long been wishing for free grain of all kinds. The import duty on Canadian grains is held by some to depress American prices because it is shipped to Liverpool and handled in such a bungling manner as to prove a burden on the market.

The government will soon begin its free distribution of worthless seeds and the members of Congress will be carrying packages of this kind of stuff around in their pockets for free distribution among their constituents. Some very foolish things are done under the name of government, but none are more ridiculous than the annual distribution of so-called seeds.

The Grain Dealers Association of Ohio and Secretary McCord merit a hearty vote of thanks from the entire grain trade for the summary manner in which they have headed off the band of swindlers, who style their organization the American Farm Company. A history of this so-called co-operative swindle should be published in every farmers' paper of the United States and Canada.

It has been said that in the early days of the gasoline engine some manufacturers' products were so poor as to necessitate a new engine every year, the purpose being to grant the demands of the man always looking for something cheap, and to sell him a new one the following year. The first cost of a gasoline engine is not the one which should receive all the consideration.

The country station which does not ship over 200,000 bushels of grain a year has not sufficient business to justify a third dealer. In fact, it will make two

dealers scrimp in order to get a fair living. This matter is one which merits the consideration of all railroad companies. Some are giving it, but one or two seem willing to grant sites for new elevators as long as chumps apply with enough money to erect one.

No doubt all regular grain dealers will grieve to learn that the co-operative scheme started in the middle West by the American Farm Company has been pronounced, on good authority, to be a swindle, and that Jim Butler, the co-operative schemer of Kansas, is much distressed because farmers will not contribute to his fighting fund. It has been said that you could not fool many of the farmers all the time, and recent occurrences seem to bear out the truth of the statement.

It would seem to the advantage of the associations, as well as all members and the trade at large, to have the decisions of the arbitration committees, together with a brief statement of the facts, given as wide publicity as possible. The better posted the members of the trade are as to what is considered unfair, the more consideration they give to the problems which arise every day in the business, the nearer correct will be their own view of the rights of both parties to a controversy.

Insurance on grain in central markets has long been a prominent factor in the business, but seldom has the scarcity of insurance forced so much selling of grain as was effected in the Kansas City market last month. The elevator operators controlled, in fact, had the insurance cornered, and refused to cancel it, with the result that they were able to buy the uninsured grain at a discount. It would seem possible that some action could be taken whereby the scarcity of insurance would not influence prices.

If Chicago traders who seek to be relieved of their contracts to deliver oats in July are successful, and that does not seem within the realms of possibility, then must grain trade methods be revolutionized. Hedging will be a thing of the past because no one would buy grain when not certain to secure delivery or settlement of the difference. It may be advisable in order to give a larger share of protection to the hedger against cash holdings to admit more grain to contract grades. Any action, however, along this line can in no way affect July deliveries.

Every week some eastern journal, generally from New York, spreads itself on what it is disposed to call the decay of the grain trade in the metropolis. When New York provides modern facilities and reasonable handling charges are charged, less of the grain will be diverted to other ports. The export shipments have so long been considered a sure prey of Buf-

falo and New York railroads and elevators that it has been difficult for any one identified with these interests to comprehend that the margins of to-day are too small for the trade to bear up under their extortion.

Many grain dealers seem to be badly mixed regarding the styles in oats. The trouble is they have not followed the fashion plates close enough. There has been a change since a year ago both at Toledo and Chicago. At the former new style means 3 White Oats or better, while in Chicago new style standard means only the better quality of 3 White. The misunderstanding regarding the new rules has caused much dissatisfaction, and some are now demanding that the Chicago market should be broadened so as to admit the delivery of 3 White or better oats on contracts.

Some broad statements regarding the efficiency of the Inspection Department have been coupled with charges against the Board of Trade. The two are in no way connected. If inspectors have not graded grain correctly then suit for damages would lay against them, not against the Board of Trade or its members. If shippers, who have returned to Chicago, grain the inspectors had admitted to a contract grade, only to have it placed in a lower grade, can prove such variation in grading, then it is an easy matter for them to secure damages. A few suits of this character might result in a more careful selection of inspectors. More attention would be given to their ability to judge of the quality of grain and less to their political affiliations and influences.

The dealer who will not pronounce himself in favor of arbitrating trade differences as an abstract proposition is not likely to prove a desirable customer. Few if any members of the grain trade would agree to have their names given wide publication for evincing such unfairness. If the members of the trade are sincere, are honest in their efforts to place the grain trade on a higher plane, then they must support arbitration at every point, and there seems to be no doubt that if they will support it entirely and sincerely, it will prove one of the most profitable actions ever taken by the trade. It is not an easy matter to refuse to do business with a satisfied customer, who has been suspended or expelled from his association for refusing to arbitrate a difference with some dealer, but unless all are willing to agree to such action, it seems next to impossible to force fair dealing and arbitration. The subject is one which merits more serious consideration than some have been disposed to give it. Arbitration can be made a potent influence in raising the ethics of a trade, already on a high plane, but to do so it must have the unswerving support of the majority of responsible members of the trade. Half-hearted support cannot bring satisfactory returns.

ASKED AND ANSWERED

WANTS HULLED OATS.

Grain Dealers Journal: Will some reader of the Grain Dealers Journal please give me the names of firms who can fill orders for hulled oats?—M. G. Ewer, Battle Creek, Mich.

INSPECTION NOT SPECIFIED.

Grain Dealers Journal: If a broker at Newport News buys No. 3 corn from a Cincinnati firm, not specifying the inspection, could seller deliver corn grading No. 3 in Louisville, Indianapolis, or any market other than Cincinnati? Would not the buyer be justified in expecting and demanding Cincinnati inspection to govern?—F. M. S.

SHIPPER PAY EXCHANGE.

Grain Dealers Journal: When drafts are drawn by a shipper on grain sold f. o. b. his own track, the buyer of the grain has nothing to do with the exchange. He buys at a stated figure, and that is all that it should cost him, unless there is an understanding on the point. If it costs the shipper exchange that is his lookout, not the buyer's.—Cleveland Milling Co., Cleveland, Ohio.

PARTICULARS OF SUIT OF ELMWOOD MILL & ELEVATOR CO. FOR SITE ON RIGHT OF WAY.

Grain Dealers Journal: Will some reader of the Grain Dealers Journal please give any information he may have regarding the suit brot by the Elmwood Mill & Elevator Co., of Elmwood, Neb., against the Missouri Pacific Railway, to compel the granting of a site on the right of way? I understand that the state railroad commission granted the site, but that the United States Supreme Court reversed the ruling of the lower courts. Any information will be appreciated by—B. F. R.

WHAT IS THE STANDARD ELEVATOR RISK?

Grain Dealers Journal: In regard to the location of a gasoline engine room in connection with a grain elevator, what is the distance required between the room in which the engine is placed and the elevator itself, both for frame and brick buildings, also, the distance required between the engine and the gasoline storage tank?—Marseilles Manufacturing Co., Marseilles, Ill.

Ans.: A grain elevator risk, in order to be rated as standard when the engine room is of brick with metal roof, must have a clear space of 10 feet between elevator building and engine room. When the engine is housed in a frame building the clear space between it and the elevator must be 20 feet, to be rated as standard. In each case the supply tank must be 30 feet distant and underground, with pump feed.

COMPETING WITH SUCCESSOR.

Grain Dealers Journal: In the absence of a contract between Mr. Harvey and the owner of the scoop shovel business, relative to the further prosecution of that business, as stated in this column of the Journal, July 25, there can be no legal recourse. The law favors competition, regarding it as the "life of trade," and no man is precluded from any lawful occupation.

But had there been an agreement with

the vendor and vendee that the vendee should not engage in business at the same place for a time certain, such a contract would be valid and the court would enjoin its infringement. See 83 Iowa 160; 12 L. R. A. 428; 48 N. W. 1074. The justice of these cases is that if when engaged in any business or occupation one sells out his stock in trade and good will he may make a valid contract binding himself not to engage in the same business in the same place for a time named; and he may be enjoined and restrained from violating his contract. This is about as far as contracts in restraint of trade have been upheld in courts of this country and in England.

Incidentally, the courts hold that if the contract has a tendency to create a monopoly it is void. 102 Mass., 480; 40 Cal., 342; 95 Am. Decision, 186.—Mitchell D. Follansbee, 205 LaSalle st., Chicago.

LETTERS FROM THE TRADE

WHO CAN BEAT IT?

Grain Dealers Journal: We received elevator bill July 29 for car of wheat, the contents of which amount to 1,712 bushels. This is the largest car of wheat we had unloaded so far and believe it is the biggest ever received in this market. Have they anything larger in Chicago?

Aug. 1 we unloaded a car of wheat shipped to us by an Indiana dealer that contained 1,750 bushels. This beats the record for large cars here.—Yours truly, J. F. Zahm & Co., Toledo, O.

THE GRADING OF OATS AT CHICAGO.

Grain Dealers Journal: The many complaints that have been made by shippers whose oats have failed to grade Standard during the first month that the new rule has been in effect, seem to have originated in a misunderstanding of the new rule.

An impression seems to have gained ground that almost anything would go in the Standard grade; but the responsibility for any wrong understanding of the rule does not rest with the inspection department. As early as April 30, at a meeting of the Illinois Valley Grain Dealers Association, I stated that "the Standard oat grade should be the better class of 3 white oats"; and that the rule governing the grade of 3 white oats plainly reads that "3 white oats must be clean and reasonably free from other grain." My statement at this meeting was published in the Grain Dealers Journal for May 10; and as soon as possible after the new rules had been adopted by the Railroad and Warehouse Commissioners numerous copies were distributed to the trade, some elevator companies sending out hundreds.

Unfortunately the copy of the rules on the grading of oats as issued by the Board of Trade contains a serious error, which has misled those shippers who do not know that the Board of Trade had no authority to make rules for grain inspection. The law gives this authority only to the Illinois State Board of Railroad and Warehouse Commissioners.

The error in the Board of Trade rules is in describing the grade of No. 3 as seven-eighths white, but not sufficiently sound and clean for No. 2. It should read "not sufficiently sound and clean for Standard."

When the proposition to make a new

contract grade came up last spring it was intended that the new grade should increase the quantity of contract. Elevator men and members of the Board of Trade were consulted. The matter was argued before the Railroad and Warehouse Commissioners in my presence. It was believed that the rule as adopted would have the desired effect of increasing the quantity of contract oats. One month's working of the new rule since July 1 shows that it is increasing the percentage of contract materially. At a rough estimate I should say about 50 per cent of the oats that would have graded No. 3 under the old rules are now grading Standard. Also I believe the volume of contract grades to be 60 to 75 per cent greater than it would have been under the old rule.

But for the unprecedented wet weather this summer a much greater percentage of the entire receipts of oats would have graded contract. Many samples of oats that are thought by the shipper to be good enough for contract are so damp that if stored in the bins of an elevator they would certainly get out of condition, not having gone through the sweat. In justice to the buyer oats that are full of water cannot be graded Standard. Remember that all grain going into an elevator of any grade must come out the same grade as it went in. We have done the very best we could, and just as good as human beings possibly could.—J. E. Bidwill, Chief Grain Inspector. Chicago.

NATIONAL ASSOCIATION SHOULD DEFINE TERM OF SHIPMENT.

Grain Dealers Journal: We think one of the important things that should be passed upon and a ruling established upon by the Grain Dealers National Association at its coming meeting would be what constitutes 10 days, or 20 days or any other number of days on a contract for time of shipment.

We have just had a controversy as to which is the last day on which shipment can be made on a 10 day shipment contract entered into on the 28th day of July. In an experience of nearly 20 years until now this is the first time we have ever heard an argument that 9 days was all the time allowed a seller on a 10-day shipment contract. We insist that shipments on the 7th would apply, while the buyer claims that we have no right to ship after the 6th.

We believe that some definite rule should be established by the Grain Dealers National Association, as on close time and wide fluctuations this question might become very important to some shippers. We know the rule of some exchanges to be that 10 days mean 10 business days, not counting the day of sale, but we know that others have a rule that it is 10 days not counting the day of sale. These are the only two exchange rules we know of covering this point. Of course, many exchanges do not have a rule at all covering this kind of delivery.—Mattoon Elevator Co., Mattoon, Ill.

ILLINOIS INSPECTION DEPARTMENT CRITICISED.

Grain Dealers Journal: It has been intimated that the dissatisfaction expressed by the grain shippers toward the inspection department of Chicago arose from the fact that some persons were "short" and were tender for that reason. The Illinois Grain Dealers Association, as an association, knows and cares nothing about "longs and shorts." It has no

special friends or foes, but works for the best interests of all. It is a condition detrimental or ruinous to the grain business that it objects to. The shipper has no base to work from and is never certain as to what his grain will grade regardless of the care he takes in preparing it for market.

Recently the inspection department furnished a sample of what would grade new standard oats. Hundreds of samples were sent out all over the state as a guide for shippers. Shippers now say that after shipping as good or better oats they fail to grade. It is even stated that upon being returned to Chicago to be inspected as a test of accuracy the identical sample issued from Chicago as guide for "new standard oats" has been graded No. 3. Where are we? What is the shipper to do? He is entirely at sea without compass or rudder. There is no alternative left but to fight for his rights. The ballot box is still left, and as one man the farmer and grain shipper should use it in self-protection.—A. W. Lloyd, Decatur, Ill.

INSURANCE PREMIUMS.

Grain Dealers Journal: Fire insurance premiums are probably as much a tax as any other form of assessment for a certain benefit or protection. The most conclusive evidence that it is a tax is the exhibition of human nature in trying to evade or reduce the amount levied. As with local taxes possibly this is because there is no tangible evidence of benefit in the receipt for monies paid, which the protection or benefit is spread over time or space.

The general complaint on the subject of taxes is as to the assessment being uniform and equitable in its application and required for the purpose levied. Without entering into details of levying assessments for various forms of taxes, it is safe to say that, with possible exception of life insurance, no tax has been more uniform than fire insurance, as is shown by less than 2 per cent of underwriting profit during a series of years.

While probably more equitable than any other tax and than could be levied by any other method, it has been demonstrated by statistics and experience that certain classes have been paying less than their ratio of loss cost. Hence the recent flat advance in rates of 25 per cent on all such classes, to be followed by the application of new schedules which are supposed to restore the equilibrium between the hitherto profitable and unprofitable classes. Among the classes upon which the advance has been made and new schedules promulgated are those of terminal and country elevators, but reference will be made to the latter only.

In the selection of a schedule there is the choice of one adjusted according to judgment to the other various hazards of a locality or state by which the resulting losses are bunched with all other hazards, including conflagrations, and future adjustments of schedule made according to the experience of all hazards. This method generally calls for flat per cent advances or reductions, and neither the insurance man nor grain dealer knows whether elevators are being excessively or insufficiently taxed. This uncertainty generates dissatisfaction with both parties. The second choice is a schedule built upon the best judgment and experience obtainable and uniformly applied to all elevators throughout the country.

The grain dealers are to be congratu-

lated that such is the new schedule, however little they like the charges and resulting rate. It will give a certain amount of uniformity and equity between grain dealers themselves and dealers of one locality or state will not enjoy benefits over other states, but if statistics of all hazards are not gathered and compared by law or otherwise, there will still be the uncertainty and dissatisfaction as to whether the high new rates are necessary for the purpose levied.

The new schedule, merely as a schedule, is probably the best one which as yet has been published. The adjustment of basis rates as between the several kinds of power is as just as present knowledge can devise. The charges for defects from standard for power houses, fuel, machines, etc., recognizes differences in construction without going into hair splitting. Every insurance man acknowledges that it is only a matter of judgment to charge 15 cents for hazard of a separator and 25 cents for cobs for fuel, as there are no statistics showing the loss cost of either or the ratio one bears to the other. But, if there are errors of judgment in the several charges the mistakes will average as much below the exact amount in some charges as above in others. So the final rate will vary so little from what exact knowledge would give as to be immaterial, while it is quite equitable when applied to every risk.

This schedule is being adopted by most mutual companies as well as stock companies, and it is to be hoped that the future will have an experience under these schedules by which the exact cost of country elevator hazards can be ascertained and the next scheduled made by which those risks will pay only a uniform equitable rate.—C. A. McCotter, Ann Arbor, Mich.

CORNERS IN GRAIN.

Grain Dealers Journal: Much has been said and published about corners in grain, and much that is false has been said of the benefit to the farmers. Very few corners are beneficial to the community at large or are far-reaching in their benefits. Recently we have heard corners denounced by the country grain dealer, the exporter of grain and the ordinary speculator in grain, and all from different standpoints.

The country dealer sees it from the standpoint of an unfair inspection which has classed his grain below contract grade. The exporter threatens to withdraw his trading in the grain pit of Chicago, because he has been used to hedging his trades there and a corner may oblige him to buy his grain in at a loss.

Many foreign exporters buy their grain in the cheapest market (freight considered) we will say in the Rio de la Plata or India or in the Russian ports. Wherever they buy at these foreign points they sell as much in Chicago to protect their trades. They possibly cannot resell to arrive profitably in the European market at the time they buy, but when the grain arrives at Liverpool or off the coast they can sell it and buy back in Chicago. If Chicago remains relatively normal they expect to close their Chicago deals by buying the grain back as they sell the actual grain in their own markets they have purchased elsewhere. This has a tendency to bear the Chicago market, as they first sell something they never intend or expect to deliver, and I will leave it to the reader

if it is not an unwise use of our Chicago market. The speculator is a bear that complains as a corner finds him sold short with no intention to deliver. He has simply sold, actually betting that the farmer and middlemen would be rushing stuff to the market about that time, regardless of cost, which would create a lower market on which he would be able to buy back his sort sales at a profit. No sympathy should he get; yet he will try to obtain an injunction from court to enjoin persons from cornering grain and making him settle for his folly. Some law should be made to prevent him from first selling what he does not own or expect to own. A few such firms have sold oats for July delivery of a certain grade and kind and, having refused to buy them back when the scarcity was notorious, have defaulted on settlement.

The farmer comes in for very little profit from a corner because of the uncertainty of the grade, the limit in term of delivery and the uncertainty of getting grain into elevators seasonably. The local dealer who has good grain and will endeavor to clean it thoroughly and rush it in, if he has nerve enough to sell in the face of all the uncertainties, may reap a harvest.

The local Chicago cleaning houses, however, are the real beneficiaries unless they themselves happen to have sold short early in the deal; as they can manufacture No. 2 grades out of high grades of No. 3 grain. This was patent on the July corn and oat deals, as when a country dealer had one car inspected No. 2, the so-called hospitals were putting out scores of carloads daily and buying up the corn rejected by the inspector and rehandling it, loading it out as No. 2.

Probably the writer had as large a percentage of No. 2 corn as any country shipper, probably a larger per cent, but it was accomplished by most rigid instructions in regard to shelling, rehandling, airing and loading in suitable weather and good cars. Even then we were required to call reinspection on a large portion of the grain, and even an appeal after a reinspection to win out. We sacrificed in reality only \$30 in this appealing, as we did not carry a hopeless case so far.

We found many country dealers short on the market, but all faced the situation, some asking for a less rigid grading.

What I have personally evolved out of this and other corners is that while a corner ought to be beneficial to the trade at large, it is not, because the grade is rigid and the amount of property called contract too small. Should a wiser course not be to permit No. 3 corn to be delivered at a discount of 5 cents per bushel at the option of the seller?

The standard oat now is a safe proposition to hedge when a man knows he will have the oats. July this year or any year will not see new oats in quantity in dealers' hands, and old oats have been scarce and practically used up, and oats cornered themselves. I heard many dealers say: I have examined my books and find I rarely shipped any new oats in July, hence I did not sell any.

I consider the new standard basis for oats all right. Many kicked because their new 30 or 32 pound oats were not called standard when they showed dampness and were not fit really to store. Proper handling will put them in condition, but haste and urgency to get them in did not permit of extra handling.

If corners will cut off the bear specu-

lator and the unjust dumping of sales in Chicago market by persons using other markets for actual purchases it will place it on a more legitimate basis. Give us a fair inspection, a reasonable basis for settlement with actual grain of a lower grade at a good stiff discount and it should not deter corners and such corners would benefit the producer as well as the middleman and local hospitals.

That the Gates people were not working for the public good is shown by their failure to carry the July deal thru. Their big shortage in July oats and their short sales of September corn and the battle royal now is to depress September corn so they can buy in what they have oversold.—B. H. McFadden, Havana, Ill.

TRYING TO MAKE CORNERS IMPOSSIBLE.

Grain Dealers Journal: We are engaged in a big fight here in the courts, with a view to finding out whether corners in grain can be continued. The common law and the statutes of this state are very clear that such corners are illegal and we are trying to establish this. If we succeed in doing so corners in future will be impossible in this market. The fight we are making is one in the interests of all legitimate traders who have to use the Chicago market in connection with their operations in cash grain, and we believe is of special interest to country grain dealers who buy grain from farmers and sell here for future delivery.

This fight will be fought to a finish, and when we get through grain dealers will know whether or not they are liable for unlimited damages to be fixed by the cornerers themselves, on any contracts they are unable to fill. In the last few days several other grain firms of long standing in the cash grain business have come into the fight on our side and procured injunctions in the courts restraining settlements of July oats at fictitious prices. Yours truly, Waite, Thorburn & Co., Chicago.

Mill Owners Mutual.

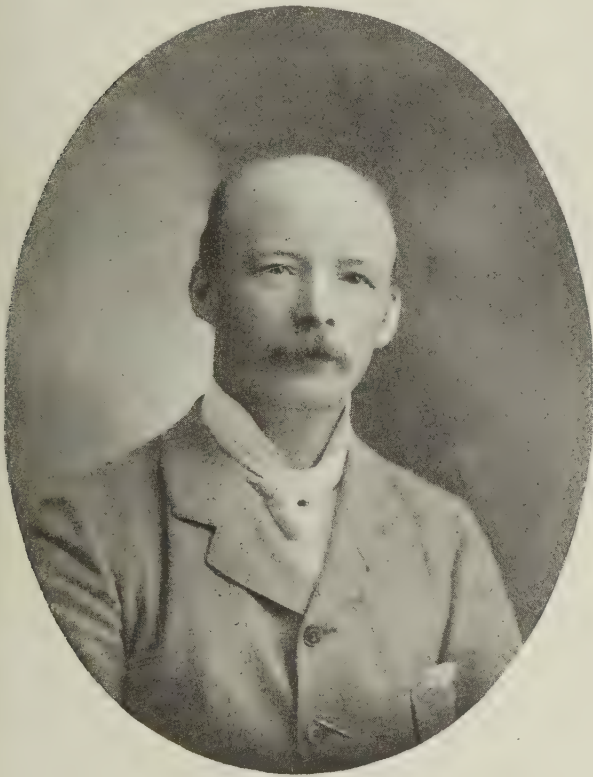
The 54th semi-annual statement of the Mill Owners Mutual Fire Insurance Company of Iowa, which is the oldest of the flour mill mutuals; is indeed remarkable. Altho the insurance in force amounted to \$3,857,850, the losses incurred during the first six months of 1902 amounted to only \$4,739.07. At the close of the six months period the company had no losses adjusted and not due, and no losses unadjusted; hence had no liabilities and its assets, which aggregated \$295,478.15, included deposit notes subject to assessments \$158,690.20, mortgage loans \$107,022.10, accrued interest \$1,472.80, in the hands of the treasurer \$28,293.05.

Until the first of the ensuing year this company did not insure grain elevators independent of flour mills, but at that time its by-laws were amended so that since then it has been insuring the better class of elevator risks. It would seem that it has done so with more than satisfactory results. The increase in the company's business during the past six months has been exceptionally large and no doubt it will continue to grow if the elevator men and the flour millers, who have good risks, are alive to their own interests and the advantage of placing their business with responsible mutual fire insurance companies.

The Northwestern Grain Dealers' Association.

Manitoba, the oldest of the Western Canada provinces, is not only progressive, but it is progressing more rapidly than even the most enthusiastic of its enterprising citizens had dared to hope. The Manitoba First Primer, illustrated, which was published recently by the Winnipeg Telegram, shows remarkable growth.

The wheat crop in 1891 was only 23,191,599 bushels; in 1901, 50,502,085 bushels, the average yield for the ten years being 17.41 bushels. The other crops in 1901 included 27,796,588 bushels of oats; 6,536,155 bushels of barley, 266,420 of flax and 62,261 of rye.



John Love, Winnipeg, Man., President Northwest Grain Dealers' Association.

The elevator capacity of the Manitoba Grain Inspection District was increased from 7,628,000 bushels in 1891 to 23,000,000 bushels in 1901, and before the close of the present year it will no doubt exceed 35,000 bushels. The provinces west of Manitoba, however, are also beginning to show evidences of remarkable growth and unexpected progress. The acreages sown to different grains is rapidly being increased and likewise the railroad and elevator facilities.

It is but natural that the grain dealers of so prosperous a grain-growing section should organize and strive to work in harmony, but one could hardly expect an association aged two years to include 75 per cent of the grain elevator men in its membership. However, such are the facts regarding the Northwest Grain Dealers Association, of which John Love, Winnipeg, is President and Frank O. Fowler, Winnipeg, is Secretary. The Association has done most excellent work in behalf of the regular grain dealers. During the term of W. L. Parrish as secretary and treasurer many abuses and expensive customs were abolished and the business rose to a higher and more

profitable plane. It was but natural that the regular dealers should quickly perceive the folly of denying the organization their support.

The Association collects information regarding crops, markets and other trade matters and distributes among its members. It has effectively checked the bag lending abuse, established equitable rates for storage, secured supplies for members at a reduced price, likewise secured a reduction on the freight on gasoline.

The fact that the association had a balance on hand of nearly \$2,000 at its last annual meeting is conclusive evidence that the members are more than satisfied with the results attained. Those remaining on the outside are denying themselves a good thing.

Mr. De Forrest read the report of the insurance committee, also a paper in explanation of the kind of insurance known as Lloyd's. Motion was made that life of the committee be continued till next month.

Mr. Kreider moved that any expenses incurred by the committee in investigating should be borne by the association. Carried.

Mr. H. G. Smith of Triumph made a motion to hold next meeting in Mendota. Mr. Marks, Mr. Smith and Mr. Thayer appointed committee on place of meeting in Mendota.

The meeting then adjourned.

Those present were: P. Eschback, Leonore; J. J. Matern, W. E. Kreider, Tonica; Geo. Beyer, Depue; M. J. Hogan,



F. O. Fowler—John Love—W. L. Parrish.

Meeting Illinois Valley Association.

The monthly meeting of the Illinois Valley Association was called to order by Pres. Hogan in the parlors of the Plumb House, Streator, July 30, 9 p. m. The minutes of the last meeting were read by Sec'y Dunaway and approved.

Mr. Beyer, traveling representative, reported a satisfactory settlement of every difficulty up to date.

Mr. W. E. Kreider, who is a director of the Illinois Grain Dealers Ass'n, spoke on the question of paying dues to the state association, saying:

"We owe much to the state association for the harmonious conditions of affairs in our territory. The absence of members from our territory on different committees of the state association shows the lack of support it gets from us.

Mr. Hirschy spoke of the good the committee from the state association had done for its members in Chicago during July. It was impossible to elect more directors from this territory on account of the small number of dealers present from this locality at the June meeting in Decatur.

Seneca; C. A. Richard, Richards; H. G. Smith, Triumph; Isaac Marks, Troy Grove; J. A. Jamieson, Seneca; F. N. Rood, LaRose; Wm. Thayer, Mendota; D. F. Meagher, Kinsman; F. J. McCormick, Ottawa; H. Defenbaugh, Reading; Ed Miller, Ancona; T. M. Hoarty, Munster; Geo. C. Dunaway, Utica; O. B. Wheeler, Long Point; P. H. Elcan, Kan-kakee; H. M. Taggart, Wenona.

From Chicago: Wm. Hirschy, with E. W. Wagner; H. H. Haines, with Richardson Co.; L. B. De Forrest, W. A. Fraser Co.; B. L. Coon, Churchill-White Grain Co.

Our exports during the eleven months prior to June 1, 1902, included 146,605,826 bushels of wheat, 25,728,869 bushels of corn, 8,709,486 bushels of oats, 2,262,538 bushels of rye and 8,499,878 bushels of barley; compared with 118,634,735 bushels of wheat, 165,743,186 bushels of corn, 34,738,336 bushels of oats, 1,772,084 bushels of rye and 5,905,206 bushels of barley, the amount exported during the corresponding months of 1900-1, as reported by O. F. Austin, chief of the bureau of statistics.

Organize a Grain Dealers Mutual Fire Insurance Co.

A conference of grain dealers prominently identified with association work in different states was held in Chicago Tuesday, Aug. 5, 1902, to discuss and consider the advisability of organizing a mutual fire insurance company.

The meeting was called to order by Mr. C. A. McCotter, and upon motion Mr. T. P. Baxter of Taylorville, Ill., was elected chairman and Charles S. Clark, Chicago, secretary of the meeting.

Mr. McCotter made a statement of what he thought was needed to relieve elevator owners from paying increased rates.

J. W. McCord, secretary of the Ohio Grain Dealers Mutual Fire Insurance Association: We found the grain dealers of our state clamoring for mutual insurance or in fact any insurance. We have about 160 policy holders, have written about \$300,000, and placed about \$150,000 with the Millers' National of this city.

A. E. Reynolds, Crawfordsville, Ind.: The stock companies claim to have lost 40 per cent on the elevator business, which I believe is not true. I believe they are working for higher rates. I believe that the success of the grain dealers during recent years has prompted the insurance companies to raise rates. I believe we can save money for the dealers and furnish reliable insurance. However, we cannot afford to insure a dealer's elevator simply because he is a member of the Association. We must select the good risks. We believe there is room for an elevator mutual and will support it.

H. S. Grimes: It is a well known fact that the stock companies make the country elevators pay the city losses. Thirty-five per cent of the premiums received by the old line companies are absorbed by salaries. We organized a mutual in Ohio, wrote our first policy Jan. 15 and have had but one loss of \$1,000 to date.

If we decide to organize a National mutual to insure grain elevators exclusively I feel certain we will have much good business proffered to us as soon as the dealers learn of it. I believe this company should be endorsed by the Grain Dealers National Association, although there should be no connection between the two.

J. W. McCord: I find that our insurance association helps to hold the dealers together, and helps the Grain Dealers Association.

S. B. Sampson, Indianapolis: The move is right in line with what our association is working to attain.

Geo. A. Stibbens, Chicago: The state association meetings I have attended during the last three months have appointed committees to consider the mutual insurance matter.

Geo. S. Hayes, Hastings, Neb.: We came to learn what it is proposed to do. At our last annual meeting we discussed the question at length and our members are in favor of mutual insurance if it will save them money. We believe mutual insurance is the thing.

J. W. McCord: In Ohio we find that persons who have patronized mutuals will not have any other if they can get mutual policies.

H. S. Grimes: Now is the time to organize, as the stock companies' rates are almost prohibitive.

J. W. McCord: I move that we organize a National mutual fire insurance company, to insure elevators over the United States.

A. E. Reynolds: I believe we have as much ability as any other line, we have the need of cheaper insurance, the farmers have made a success of mutual insurance and I believe we can do as well. We must make a start and I believe the motion is what is needed.

A. H. Bewsher: I am not against organizing a mutual. We want cheaper insurance, but we want to know what is proposed before entering into the plan.

J. N. Hairgrove: I am in a farmers' company and although all of my country property is in a farmers' mutual I have not paid an assessment for three years. I do not know how they do it, but I do know that nothing burns,—not even a smokehouse, without their paying promptly.

A. H. Bewsher: I offer as an amendment that any individual may withdraw without obligating himself in any way to the company which may be organized. Seconded by Mr. Hayes. Amendment accepted and the motion as amended carried unanimously.

Mr. McCotter explained the requirements of the different states' laws govern-

three of the five be appointed commissioners to receive applications. Carried.

Mr. Sampson: I move that Mr. McCotter, Mr. A. E. Reynolds of Crawfordsville, Ind., J. W. Sale of Bluffton, Ind., T. P. Baxter of Taylorville, Ill., J. W. McCord of Columbus O. constitute the executive committee and the three first named act as commissioners. Carried.

The incorporators signed and the meeting adjourned sine die.

In attendance were the following: OHIO—H. S. Grimes, Portsmouth; J. W. McCord, Columbus. INDIANA—A. E. Reynolds, Crawfordsville; S. B. Sampson, Indianapolis. ILLINOIS—T. P. Baxter, Taylorville; J. N. Hairgrove, Virden; W. H. Council, Williamsville, and H. N. Knight, Monticello. GEO. A. Stibbens, Chicago. NEBRASKA—Geo. S. Hayes, Hastings and A. H. Bewsher, Omaha.

Fireproof Country Elevator.

While examples of fireproof construction for elevators are quite common in large grain centers, such houses are rare



A Fireproof Country Elevator.

ing mutual fire insurance companies.

Adjourned to meet at 2 o'clock.

AFTERNOON SESSION.

The afternoon session was called to order at 2:30 p. m. by Chairman Baxter.

Mr. McCotter explained that a name should be selected and the place of business, so papers could be prepared for signing.

H. S. Grimes: I move that we incorporate the Grain Dealers National Mutual Fire Insurance Co. Carried.

Mr. Grimes: I move that we organize under the laws of Indiana with headquarters at Indianapolis, unless we find a more favorable location. Carried unanimously.

Mr. McCotter: I move that an executive committee of five be selected and that

at country stations, and the two views of the fireproof elevator shown herewith appear very strange to one accustomed to the flat sides of the ordinary country elevator. A closer inspection reveals the cupola, driveway and familiar loading spout, destroying the visitor's first impression that he was viewing the village gas works.

This absolutely fireproof plant has been erected for Jesse Sumner of Milford, Ill., at Stockland, a point on the Eastern Illinois Railroad, 85 miles due south from Chicago.

The plant consists of two steel storage tanks, a cupola, inclosure of driveway, and brick power house. Foundations and floors are of concrete thruout, the remainder all steel.

The two tanks are 50 feet high, having a capacity of 10,000 bushels each, and are

set 6 feet apart, the space between being utilized for the single stand of elevators and the rope transmission to cupola. The total height is 76 feet and the ground dimensions 38x30 feet. The power house is 16x14 feet, and contains a 28-h. p. Fairbanks-Morse Gasoline Engine. The two storage tanks as well as the loading bin, which has 1,000 bushels capacity, are self-cleaning. The elevator has 16x7-in. cups. The machinery includes a No. 2 Marseilles Corn Sheller and a No. 4 Cornwall Corn Cleaner. These machines are thrown in and out of action by friction clutches. Power is distributed to all parts by rope. The plant was designed and erected by G. T. Burrell & Co., of Chicago, Ill.

The American Farm Company a Swindle.

The American Farm Co., one of the co-operative schemes launched "to save the poor farmers from the avaricious greed of the grain dealer, the miller and the local merchants," has been exposed by Attorney General J. M. Sheets of Ohio, who writes as follows:

Columbus, O., July 31, 1902.

The Marion Milling & Grain Co., Marion, Ohio:—

Gentlemen:—I am in receipt of your communication in which you make inquiry as to what I know of the American Farm Company's responsibility, and whether or not it is a company worthy of confidence.

I had occasion last winter to investigate to some extent the character and standing of this company and arrived at the conclusion that it is a rank swindle. Subsequent information that has come to my knowledge has confirmed me in this view. The prosecuting attorney of the county where any of the agents of this company are operating ought to take the matter in hand. It is better to save the people from being swindled than it is to send a man to the penitentiary after they have been swindled, as that does not restore their money.

I shall investigate the matter farther and if I am right in my conclusion I shall do what I can to drive this company from the state.

Yours very truly,

J. M. SHEETS,
Attorney General.

The agents of this very philanthropic organization have spent much time in Ohio during recent months trying to rescue the farmers and incidentally to sell the gullible bucolics common stock in concerns which are controlled entirely by holders of the preferred stock.

At Carroll, Fairfield Co., O., the farmers subscribed for stock to help build a new elevator, altho two houses were already doing business at that point. After the farmers had subscribed liberally and several carloads of material had been dumped at that station, the agents decided it would be cheaper to buy S. Kistler's elevator and enlist his support instead of antagonism.

They agreed to give Mr. Kistler \$2,000 cash for his elevator, which he considered a fair price, and also to give him \$1,000 in common stock and to pay him about \$1,500 a year to manage the station. Mr. Kistler knew he would eventually have possession of his elevator, so agreed to give possession Aug. 1.

In the meantime some of the subscribers for stock learned what Attorney General Sheets had to say of the concern, so refused to pay up, until a thoro investigation had been instituted.

At Marion, O., about 40 farmers subscribed \$14,000 to build a large 1,000-barrel mill and three elevators at points nearby Marion. The information given out showing the fraud to be perpetrated has caused a delay in completing the Marion organization.

Should the promoters of the scheme persist in working the Ohio farmers, suit will be brot by the state of Ohio to oust the company from the state. Hon. F. S. Monnette, ex-Attorney General of Ohio, also pronounces the project a gigantic fraud.

In corresponding with men in towns where the American Farm Co. claims to be doing business, Mr. C. B. Jenkins of the Marion Milling Co. learned many startling facts. One of the elevators of the company was said to be located at Linesville, Pa., a town of 661 inhabitants.



T. J. Stofer, Buffalo, N. Y.

The following is an extract from a letter written by a prominent business man there:

"They are considered here as notorious frauds. They have put up here a two-for-five mill, but the farmers are all mad. It can be nothing but a huge fraud."

It was ascertained that at Corbett, Maryland, a hamlet of 30 inhabitants, a small elevator is being built and that recently there was a quarterly dividend of 3 per cent paid, altho the building is not yet completed. This dividend was paid out of the money which the farmers paid into the building fund.

In communicating with parties in Fremont it was learned that an effort was made late last fall to organize without complying with the laws of Ohio as regards foreign corporations and the attorney general took the matter up and prohibited further proceedings.

Altho the American Farm Co. has been incorporated in New Jersey, with an authorized capital of \$1,000,000, only 44 shares, par value \$50 each, have been subscribed for, but we are not sure that any stock has been paid for. The names of the subscribers are John W. Woodruff, Hamburg, N. Y., 38 shares; H. C. McCaull, Buffalo, N. Y., two shares; Geo. A. Fries, Buffalo, N. Y., two shares, and Allie M. Line, Elizabeth, N. J., two shares.

Books Received.

ON CHANGE is the title of a clever little booklet printed in two colors just gotten out by Rosenbaum Bros., Chicago. It tells in a terse and clear way the manner in which to proceed in buying or selling the various commodities dealt in on the Chicago Board for future delivery. In the rear several ruled pages are provided for keeping record of purchase and sales.

W. W. Alder, Buffalo.

The name of Mr. Alder is well known to the grain trade of the middle states, he having been in business at Lafayette, Ind., for many years, and for the past four years has had a branch office at Buffalo, N. Y., which is managed by T. J. Stofer.

The Buffalo office was opened for the more advantageous handling of Mr. Alder's eastern business. But as the consignment business grew rapidly it was decided on the first of this year to change the business to a strictly commission house, feeling that by so doing he could better serve the interests of his many friends and customers. That this change was appreciated by his patrons is evidenced by the steady and continued growth of the business.

Mr. Stofer, the manager, has been engaged in the grain business for nine years. He was associated with Mr. Alder for five years at Lafayette prior to his opening the Buffalo office, and is recognized as one of the most competent grain men in Buffalo.

This firm has always taken a great deal of interest in association work and is now a member of the Indiana, Illinois, Buffalo and Grain Dealers National Associations. Mr. Stofer is secretary of the Buffalo Grain Dealers Association.

SEEDS.

A seed elevator is to be built at Alpena, Mich.

The Ohio state crop report issued Aug. 6 states that the clover seed yield is likely to be disappointing.

Statisticians of the various state departments of agriculture should include clover seed in their reports.

Toledo seed inspection and weighing fees are 2 cents per bag for weighing and 2 cents per bag for inspection.

Wm. G. Scarlett has succeeded Walter Kirwan as a member of the committee on cloverseed for the Baltimore Chamber of Commerce.

The Shultz Seed Co. is erecting a new elevator at Olney, Ill., for the handling of field seeds. It will be 50x110 feet and four stories high.

The government free seed distribution to begin Sept. 1 will be one of the largest on record, numbering 191,501,920 packets, weighing 700 tons.

Chicago received its first consignment of timothy seed on the new crop Aug. 5. It was of good quality, stained by the rain, and sold at \$5.

A Canadian seed dealer writes C. A. King & Co.: Outlook for red clover seed is far from promising, unless we get continued dry weather for the balance of the summer.

Charles Sharpe & Co., Sleaford, Eng., have recently placed a No. 9 brush and dustless Clipper Cleaner in their seed establishment at Sleaford, Eng.

The Elgin Seed Co. has been incorporated at Elgin, Ill., with \$10,000 capital stock. Incorporators: C. G. Heine, Lydia B. Heine and C. H. Wayne.

Missouri's clover seed crop is very light, having been nearly all killed by drouth last year, according to Secretary Ellis of the state board of agriculture.

A. C. Brown has succeeded Brown & Canfield, seed dealers at Springfield, Ill., and will do a jobbing business in grain

and clover seed as well as garden seed; but will not handle grain except as seed.

Cuban imports of timothy and flax seed during the nine months ending Apr. 1, 1902, amounted to 634,868 pounds; compared with 317,626 pounds imported during the corresponding nine months a year earlier.

Clover seed valued at \$1,370 was imported into Cuba during the nine months ending Apr. 1, 1902, compared with \$16,036 pounds, valued at \$17,780, imported during the corresponding nine months of 1900-1.

A new grade of clover seed to be known as No. 3 has been established by the Toledo Produce Exchange, the rule reading: "To be merchantable clover seed, to include very brown shrunken or dirty seed and too badly mixed with foreign seed for No. 2."

N. H. Adams & Son, seedsmen at Decorah, Ia., have recently built a new office at their seed warehouse, and it presents a very neat appearance. It is equipped with an electric call system, thus saving much time and trouble.

A correspondent in Wayne County, O., writes: Timothy seed a short crop, barely enough to supply home market; too early to make prediction on clover seed, but judging from weather conditions and stand of clover, we cannot have anything but a short crop.

Of Toledo's new contract grade of prime clover seed C. A. King & Co. say: All trades in January or beyond will be upon the new basis. This will give all a chance to hedge on the new crop with a little more safety. The change, however, is a radical one. It is merely one in the right direction. January and all contracts beyond, whether made now or later, will be upon the basis below, recommended by the Seed Inspection Committee and approved by the Board of Directors:

"Prime Clover Seed.—To be good color, dry, sound, reasonably clean and only slightly mixed with brown and foreign seed." It will allow a little more of the brown seed and some of what has been grading good number two to become prime. It will have a tendency to make Inspector Wallace and the seed committee give the rule a trifle more liberal construction, but without injuring the grade for actual use.

C. A. King & Co.'s annual crop report, issued July 18, is a condensation of 3,095 letters from the leading wheat counties of six states. Kansas has a short wheat crop of poor quality. Looks now like about forty-five million bushels, compared with hundred millions a year ago. Ohio, Indiana and Illinois will have a trifle more than last year. Missouri and Michigan will have about a quarter more. These six states raise over half of the winter wheat crop. Ohio, Michigan and Indiana show a slight improvement over the expectations of a fortnight ago. Kansas is 10 per cent worse. Quality irregular, Kansas bad; Missouri poor; Illinois fair; Indiana good; Ohio and Michigan better than a year ago. Rains past month chief cause of damage. Half low grade will be fed at home. Half say farmers will sell freely early, but less so than a year ago. Millers are the best buyers at present.

Florida Nigger—I hear 'em tells that corn grows on ears. Air that so?

Peoria Colored Gentleman—Yaas, but if you will wash you's you needn't be afraid.

SUITS AND DECISIONS

The Nye & Schneider Co. of Fremont, Neb., was defendant in a suit brot by Love & Grimes, landlords, for the alleged conversion of wheat grown by a tenant of theirs, near Moorhead.

Frederick J. Scott, whose trade in 7,500 bushels of wheat was closed by the Cella Commission Co., a St. Louis bucket-shop, is trying to get his money back by suing. He wants \$375 and \$500 damages.

In the suit of the Chicago Board of Trade to restrain the illegal use of its quotations the Christie Grain & Stock Co. of Kansas City, Mo., has taken an appeal and the suit will be heard in October at St. Louis.

Sam Born of Lafayette, Ind., has appealed from the decision of the arbitration committee of the Cincinnati Chamber of Commerce, allowing W. W. Granger of the Union Grain & Hay Co. two cents a bushel on the 20 cars of corn which Born failed to deliver in November.

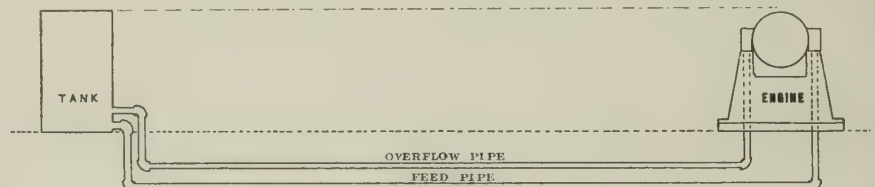
Law is of two kinds: common and statutory. Common law is that handed down from past ages, while statutory law is that enacted by our legislatures and Congress. The application of statutory law to matters in controversy is easily understood by laymen; but contradictory principles of common law often apply to the same case, in such a manner as to puzzle the best legal talent and to cause the courts to reverse their decisions.

The Central Elevator Co. of Pittsburg, Pa., is defendant in a suit for \$5,000

tered into a conspiracy to defraud him out of money and property and that he attended a meeting of the members of the firm about that time and was induced to drink whisky, and while in a condition not to know what he was doing induced to sign various papers and contracts. He alleges that the Bensons appropriated about \$5,000 of the firm's money to their own use; also that Frank Benson ran a feed store in Colfax and that grain was sold through it and not accounted for; that farmers deposited grain in the elevator, which was sold and the owners not paid for it, to the amount of about \$4,000. He thinks there is about \$20,000 which is not accounted for. He says there are claims against the firm of about \$11,000, which he (Bradford) has secured with his own property, the only property of the firm being the elevator, on which there is a mortgage for \$4,000. He further alleges that the Bensons refuse to pay any part of the firm's indebtedness and have disposed of all their visible property and are about to leave Colfax and some of them to leave the state of Illinois.

Gasoline Tank Too High.

A dangerous arrangement of the tank and piping in connection with the gasoline engine at a grain elevator in Ohio for a long time remained undiscovered. The gasoline supply tank had a capacity for much more than a barrel of oil, so that when a barrel was emptied into the tank, as usual, the liquid only partly filled the vessel. At one time, when the engine



damages on account of personal injuries alleged to have been sustained at the elevator by Wm. C. Mohr, freight conductor of the Pittsburg, Fort Wayne & Chicago Railroad, who, while placing cars, fell into the sink, a distance of 15 feet. The floor of the elevator had been torn up. Two pieces of scantling that had been placed over the opening had not been made secure, and when Mohr stepped upon them they tipped up.

Leonard S. Bradford has brot suit against his partner, Jesse M. Benson, for a dissolution of the partnership in the grain business at Colfax, Ill. Plaintiff alleges that a verbal agreement was entered into about March 30, 1900, between complainant and Jesse M. Benson, Elizabeth W. Benson, Frank Benson and John F. Benson, to form a partnership to erect an elevator and carry on a grain buying business in Colfax. Bradford furnished half the money and the Bensons the other half. The partnership was to continue so long as the parties were satisfied. Eliza W. Benson was to be known as the partner. No salaries were to be paid. Bradford says that he was a farmer and knew nothing about the business and was to take no active part. A lot was purchased and an elevator erected, the elevator and lot together costing about \$6,000. The business was continued from about September 1, 1900, to about May 17, 1902, during which time Bradford paid in about \$1,200. He alleges that about March 29, 1902, the defendants en-

had run a considerable time, the proprietor, supposing the supply was nearly used up, when in fact there was considerable oil still left in the tank, undertook to replenish the supply by emptying a barrel of oil into the tank. He poured so much into the tank that it was completely filled. In seeking to reach the same level at the engine the oil backed up in the overflow pipe, flooded the engine and ran out upon the engine room floor. The level of the oil when tank was filled is shown by dotted line in engraving herewith.

An insurance inspector, visiting the plant, saw the oil overflow when the tank was filled; and his instruction to the proprietor was to lower the tank two feet. The inspector informed the owner that his arrangement of the tank was extra hazardous, and that he ought to consider himself fortunate with having escaped an explosion and fire that would have destroyed the entire plant. The gasoline flowing out upon the floor would evaporate, forming an explosive mixture with the air. The reason the engine room was not blown up was that there happened to be no light in the room at the time of the overflow.

Our exports of rice for the eleven months ending June 1 were 596,285 pounds; compared with 1,037,689 pounds exported during the corresponding period of 1900-1, as reported by O. P. Austin, chief of the bureau of statistics.

Angus McLeod and John H. McLeod, Marietta, Kan., have been granted letters patent, No. 706,442 (see cut) on an automatic grain weigher. A weighing hopper is pivoted in the moveable lever-supported frame, and the levers are connected with the weighbeam. With the tiltable hopper is combined a slidable bar having a shoulder adapted to engage a fixed stop, a toggle-lever and a moveable device to which said lever is attached for holding the locking-bar fixed in normal position, a lever to which said bar is pivoted and by which it is supported, means connecting said lever with the lower portion of the hopper whereby the latter is held locked in position to receive the load, and a trip device connected with the weighing mechanism, and which, when the hopper is loaded, descends and trips the toggle-lever and thereby releases the locking device. Arranged in the receiving hopper is a smaller guard hopper having the same form, but separated from it by a considerable space. The weighing hopper has a central partition dividing it into two compartments, and a weighing mechanism suspending the hopper, shiftable gates arranged for alternately closing the compartments of the hopper and separated by a slot through which discharge of the hopper takes place, vertical bars and a walking-beam pivotally suspending the said gates, and means for arresting the movement of the latter after the hopper has made its preliminary shift.

GRAIN TRADE NEWS.

CANADA.

Much flaxseed is being grown in Manitoba.

The total grain crop of Manitoba last season was 85,179,000 bushels.

The total area of land prepared for the crops of 1902 in Manitoba is 1,475,960 acres.

George Heatherington's elevator at Rodney, Ont., is being covered with galvanized iron.

Frank O. Fowler, Winnipeg, Man., July 28: Farmers have commenced cutting barley.

J. Johnson has sold his elevator at Minot, Man., to a United States firm who will continue the business.

The Lake of the Woods Milling Co. has installed a dump and repainted its elevator at Qu Appelle, Assa.

The Elva Farmers Elevator Co., Ltd., has made application for incorporation with \$6,000 capital stock at Elva, Man.

J. C. McKay of Boissevain, Man., has received a 6-inch, 15-duct Hall Distributor, which he will install in his mill.

Leitch Bros. have covered their elevator at Oak Lake, Man., with sheet iron and made other repairs and improvements.

The Canadian Pacific Railway will have 56 new locomotives for hauling the new crop, besides many new cars of large size.

The Montreal Corn Exchange on July 30 declared itself against a bonus for a fast Atlantic service to any railway company.

The Steele-Briggs Co. of Toronto, Ont., will put in a duplicate of the Clipper Traveling Brush Cleaner installed last season.

The Pasqua Elevator Co. has purchased the elevator which has recently been completed by Donald McLean at Pasqua, Man.

F. Staples, who has been in charge of the Lake of the Woods Milling Co.'s elevator at Virden, Man., for some time, returned to his home in Souris recently.

The Canadian Northern Elevator, Ltd., has been incorporated at Toronto, with \$500,000 capital stock. Incorporators: William Mackenzie, Donald Mann and others.

J. W. Knittell and R. J. Hurt have made improvements on their elevators at Boissevain, Man., and replaced the old engines and boilers with new gasoline engines.

The number of elevators in Western Canada, as reported by the Dominion Department of Trade and Commerce, has increased from 426 in 1901 to 544 on July 1 this year.

David McNicol, general manager of the Canadian Pacific Railway, is credited with a statement that his company contemplates building its own line to Minneapolis, Minn.

The wheat yield in the northwestern district of Manitoba last year was 27 bushels per acre, or two bushels higher than the average of the best of the other four districts.

The Ogilvie Flour Mills Co. has made arrangements to erect a 250,000-bushel elevator for storing and handling oats, on a site near its rolled oats mill, at Winnipeg, Man.

The Ogilvie Flour Mills Co. has completed the 32,000-bushel houses, which they have been building at Armand, Oakville, Basswood, Sinclair, Arcola, Grenfell and Balgonie.

Measurements of crops will be more trustworthy since the threshermen at their recent convention favored the use of an automatic measure approved by the department of inland revenue.

The strangers within our gates number several thousand at present. Let us treat them well.—Winnipeg Daily Telegram. The citizens of Winnipeg have a reputation for never doing otherwise.

Superintendent Leonard of the Canadian Pacific Railroad visited Fort William Ont., recently to urge on the builders of the new elevator, work on which has been retarded by bad weather.

Chas. Taylor, for several years in charge of the grain and feed department of Joseph Ward & Co., Montreal, Que., has bot an interest in the firm, the name of which has been changed to Ward & Taylor.

The incorporators of the Canadian Elevator Co. are T. E. Welles and Robert Stuart of Chicago, and W. D. Douglas, G. F. Piper, E. C. Warner and W. H. McWilliams of Minneapolis. Capital stock, \$1,500,000.

A. McMichael, grain dealer of Minneapolis, Minn., recently visited Winnipeg and the country west to Regina Man. His company has decided to erect 14 elevators in the Territories along the Prince Albert and C. and E. lines.

Wheat and oats are the principal grain crops of Manitoba. Last year 2,011,835 acres was devoted to the former, yielding 25.1 per acre, or a total of 50,502,000 bushels. The yield of oats on 689,000 acres was at the rate of 40.3 bushels, or a total of 27,796,000 bushels.

The Canadian Northern Railway has awarded to the Barnett & Record Co. the contract for 16 storage tanks to be built in connection with the elevator which is now under way at Port Arthur. This addition of 400,000 bushels will increase the capacity of the elevator to 2,000,000 bushels.

Manitoba's crops of barley, flax, rye and peas for the last year were only about one-twelfth of its total grain crop: The yield of barley was 34.2 bushels per acre, a total of 6,536,000 bushels; of flaxseed, 12.7 bushels, total, 266,420; rye, 23 bushels, total, 62,261 bushels; and peas, 18.6, total, 16,349 bushels.

Elevators of 30,000 bushels capacity are being erected by the Winnipeg Elevator Co., of Winnipeg, Man., at Mariapolis on the Canadian Northern Railroad, and at Darlingford, Crystal City, Mather Gainsboro Froleyshire, Yellowgrass, Milestone, Belle Plain and Grand Coulee on the Canadian Pacific Railway.

We are indebted to Chas. N. Bell, secretary of the Winnipeg Grain Exchange, for a copy of the grain grading rules which have been prepared for distribution to the members of the Exchange; and also for copies of the Manitoba Grain Act of 1900, the amendments of May 15, 1902, and the rules for the government of elevators as established by the governor in council.

D. Horn, chief grain inspector, reports that for the crop year between Sept. 1 and Aug. 1, the inspected receipts at Winnipeg, Man., were 44,000,000 bushels wheat, 3,136 cars oats, 284 cars barley and 146 cars flaxseed; compared with 11,521,000 bushels wheat, 425 cars oats, 28 cars barley and 43 cars flaxseed for the corresponding period of 1900-1.

Alleging that the work was not being done according to specifications the Canadian Northern Railway on July 22 ousted the contractor, J. A. Jamieson, and took possession of the new grain elevator at Port Arthur, Ont. For some time before the contractor's men were ejected, the engineer of the Canadian Northern, R. M. Pratt, who has been supervising the work, has disagreed with Mr. Jamieson.

The McHugh-Christensen Co. has been incorporated to conduct a grain commission business in Canada, with headquarters at Winnipeg, and will operate several country elevators in Manitoba. The company has the same incorporators as McHugh, Christensen & Co. of Minneapolis; John G. McHugh, John E. Stair, James V. McHugh and Samuel J. Austin; capital stock, \$50,000. John G. McHugh will act as manager.

R. W. Hilliard, Dominion immigration agent, says: Manitoba and the Canadian West will not get 20,000 harvest hands from the east this year. Good wages are being paid in Ontario and Quebec, and the harvesters will not leave in such large numbers as they did last year. If you get 10,000 harvest hands, you will exceed my expectations. I have just arrived from the east and I am in a good position to know the conditions in Ontario and Quebec.

The Canadian Pacific Railway has been putting in a number of new sidings between Winnipeg and Ft. William to facilitate the moving and meeting of trains. With increased storage capacity at Fort William, with more elevators in the country, more locomotives and grain cars, all of which have been secured, the Canadian Pacific expects to handle the new crop without difficulty. A double track from Ft. William to Winnipeg would prove a profitable investment.

The valley of the Saskatchewan River in western Canada bids fair to become one of the most famous wheat regions of America. It is larger than the well known Red River Valley. The railroad facilities which have been lacking are rapidly being provided, and in another year this splendid wheat region will be penetrated by four lines in addition to the branch of the Canadian Pacific running north from Regina. The best wheat lands are being sold to settlers at \$4 to \$5 per acre.

The coroner's jury, after holding an inquest on the death of Jas. A. Blackwood at Fort William, Ont., which was reported in this column July 25, found that Blackwood came to his death through falling from a scaffold on a C. N. R. elevator, the fall being caused by the breaking of a rope, which had been cut or chafed prior thereto; said Jas. A. Blackwood's death was due to the negligence of Gerald Badger, foreman for the Metallic Roofing Co., in his not examining the rope often enough."

Wm. Mackenzie, president of the Canadian Northern, says the Canadian Northern is in much better shape to handle wheat to the lakes than last year. Last season it had had only 700 miles of road in operation. By the time the crop is ready to move it will have between 1,300 and 1,400 miles with largely increased.

rolling stock and storage capacity, both at Port Arthur and at country points. Although the crop will probably be a large one, the C. N. will be able to handle it as easily as last year. As to construction we expect to have 1,500 to 1,600 miles of road ready by the end of the year. By the end of 1903 we expect the line will be running through the fertile Saskatchewan valley and as far as Edmonton. We are trying to keep up with the development of the country.

WINNIPEG LETTER.

The Northern Elevator Co. has constructed elevators at Basswood, Letellier, Somerset, Yorkton, Rapid City, Binscarth and Pipestone, Man.

The Western Elevator Co. has erected new elevators at Weyburn, Pasqua, Boharm, Disley, Saskatoon, Osler, Hague, MacDonald, Sinclair and Morris.

The Winnipeg Elevator Co. has built new elevators at Darlingford, Crystal City, Mather, Frobyshire, Milestone, Grand Coulee, Belle Plaine and Gainsboro, Man.

The Lake of the Woods Milling Co. has erected elevators at the following places: Weyburn, McLean, Waskada, Goodlands, Kenton, Lenore, Brookdale, Craven and two on the new Kerkella branch of the C. P. R.

Owing to the early rains and cold weather a late harvest is certain. Frosts generally strike Manitoba and the territories about Sept. 5, though the month of September has sometimes been hot right through.

The Dominion Elevator Co., which is of the opinion that many new elevators will not be required this season owing to the increased facilities that the railways say they will be able to put in the field, is erecting only two new elevators this fall, at Letellier and Altomont.

The mention of the word "frost" in ear-shot of a Manitoba farmer will keep him awake all night. Frost is all that is feared now. If it holds off the crop of grain for this province will be equal to, if not greater, than that of last year, when 50,000,000 bushels of wheat was harvested.

Already this year applications for 136 loading platforms have been made, and the C. P. N. and C. N. R. have built 111 of these up to July 31. The C. P. N. has erected 99 out of 106 asked for and the C. N. R. only 12 out of the 30 asked for; and if farmers insist on direct loading to any great extent this fall the value of this mode of shipping wheat will be put to a test.

The question of a probable yield of wheat in Manitoba at present, even with a continuance of all favorable conditions, allows considerable latitude for guessing. Putting it at 25 bushels to the acre, which is about the average estimate according to railway and government crop reports, about 50,998,300 bushels of wheat would be harvested. The acreage under wheat this year is 2,039,940 acres, against 2,011,935 of last year. The acreage under oats this year is 725,060 acres.

All over the Canadian west this season new elevators have been going up. About 200 new elevators in Manitoba alone were built by the principal elevator and milling companies and by individual owners and farmers' syndicates. A notable feature in the style of the new elevators which have been put up by the older companies is that they are constructed with more perfect working machinery and are in every way modern and built to last; instead, for instance, of the old style of engines that were used that gave only

eight horse power, the better companies are putting in 15-horse power engines. The new elevators are also built with concrete floors and stone foundations.

In Manitoba harvest can not come before Aug. 19. In the southern district around Gretna, known as the Mennonite Reserve, Aug. 10 may see the first binder at work, but this is the earliest. Farther west throughout the territories, wheat will not be ready until September, according to reports received from reliable sources. Twenty thousand harvest hands from Ontario will be brought into the west, starting Aug. 10; and an effort is being made to do a little immigration work at the same time by importing a shipment of English harvest hands.

The Canadian Pacific Railway officials at Winnipeg are confident that no grain blockade such as occurred last year will result again, so long as the shippers do not desire to send out all their holdings within two weeks of the close of navigation. They claim that they can look after all wheat that is wanted for export or shipment east until navigation on the lakes closes, and the increase in interior elevators from ten to sixteen million bushels and an increase from 5,000,000 to 8,500,000 bushels at Fort William and Port Arthur will take care of wheat and other grains after that.—S. M. F.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,275.

William Smillie, supervising inspector for so many years, is dangerously ill.

What has become of the proposed rule for the transfer of insurance with the grain?

Indiana Elevator A has been made regular at the request of the American Cereal Co.

John C. Cantner, a corn trader, and for 20 years a member of the Board of Trade, died July 31.

Injunctions have become quite popular with traders who have more regard for their purses than their contracts.

John R. Vallely, the young bucket-shop operator, has been arrested on complaint of two victims, who failed to prosecute.

The Albert Dickinson Co. has just placed in its mammoth seed-cleaning establishment an outfit of twenty-three traveling brush Clipper Cleaners for handling seeds.

The Brisbane Elevator Co. has been incorporated with \$4,000 capital stock, to deal in grain and provisions. Incorporators: John M. Bryant, Jr., Edward J. Mosser and F. Hess.

As a rule not much corn is shelled in July, but it is said by those in a position to know that a few speculators who wandered into the corn pit last month, found very active shellers at work.

Had the weather man supplied the usual amount of dry weather the shorts might have been able to secure more than enough contract oats at half their selling price. If their position is tenable the longs could have protected their cash piles by enjoining the bears.

Mixed oats sold at 29 to 31 cents Aug. 4, while on the same day the white oats sold at 41 to 43 cents. Not within the memory of men longest in the trade have the white and the mixed sold at 12 cents difference. Feeders claim that mixed oats are just as good for horses as the white.

Chas. G. McNeil, the Sioux City, Ia., representative of the Weare Commission Co., is charged by P. B. Weare with having conspired with B. C. Jolley, margin clerk in the main office, to defraud the

company of \$20,000. Mr. Weare has asked that McNeil be suspended from the Board of Trade, of which he is a member.

Joseph E. Bidwill, chief grain inspector, who was charged in the injunction proceedings brot by Waite, Thorburn & Co. with having unlawfully raised the grade of Standard oats, is completely exonerated by the firm, whose attorney, Lynden Evans, states that the charges were founded on the Board of Trade rules, which afterward were discovered to be incorrect.

A large grain elevator belonging to John J. Badenoch & Co., and located at West 17th St. and Walleck Court, was partially destroyed by fire on the morning of Aug. 3. When the alarm was turned in the basement was all ablaze and the flames crept rapidly up the legs and spouts to the top of the elevator. The building was of wood and sheet iron and the flames bursting through the walls, caused the iron to become red hot. After a hard fight, the fire was conquered before it spread to other property, but not before much grain and feed had been destroyed. The loss on both elevator and stock was fully covered by insurance.

On petition by a few firms who had sold oats the directors of the Board of Trade July 29, declared 45 cents to be the marginal price on contracts for the delivery of Standard July. On the hearing before the directors James A. Patten admitted having bot oats at Chicago for 69 and 70 cents and sold them in Boston for the equivalent of 52 cents. During the month the option had sold as high as 72 cents. As the cash price of the same grade of oats on that day was 38¾ to 40 cents the shorts are badly hurt, and several firms have gone into court to enjoin any settlement until the real value of the grain is determined. Leaders in the fight against settlement on the 64 cent basis are Waite, Thorburn & Co. Other firms who have obtained orders of court are Norton & Switzer and H. C. Avery & Co. For refusal to settle with Harris-Gates on a deal in corn, Waite and Thorburn have been suspended from the Board, and a committee has been appointed to investigate the firm's business methods. The grain firms enjoined have united to employ a single attorney to represent them. The courts always have held that the rules of the Board of Trade are binding upon all members, in the numerous cases that have been litigated. No member can refuse to abide by their rules without subjecting himself to discipline. The defaulting short sellers claim that a settlement price of 64 cents, against a real value of 39 cents is unreasonable, and that the courts will take that view of it. The hearing is set for Aug. 14.

ILLINOIS.

R. & J. Ervin are scoop shovelers at Hayes, Ill.

J. H. Williams of Farmer City, Ill., has no elevator.

Floyd Ewing is using the scoop shovel at Oilfield, Ill.

Shearer & Richards, Kempton, Ill., July 26: Crops good.

The Smith-Hippen Co. is repairing its elevator at Tremont, Ill.

H. L. Schmutz will build a 50,000-bushel house at Tremont, Ill.

P. Campbell is scooping grain at Loami, Maxwell and Chatham, Ill.

W. S. Russell of Allentown will build an elevator at Menert, Ill.

Merritt Bros. are no longer in the grain business at Buckley, Ill.

C. A. Hight & Co., Dalton City, Ill., July 28: Corn prospects fine.

Wm. Ernst, Carlock, Ill., July 30: Corn looks fine in this part of the country.

T. J. Lester, Pana, Ill., July 30: Outlook for heavy crop of corn never better.

The Atlas Grain Co. has purchased an elevator of Titus Bros., at Steward, Ill.

Epps & Jones have recently finished a 100,000-bushel elevator at Hildreth, Ill.

H. J. Stark wields the scoop shovel at Sycamore, Ill., when the market is good.

Frank Supple is erecting an elevator of 40,000 bushels capacity at Twin Grove, Ill.

Peter Hollerich is contemplating the erection of an elevator at Spring Valley, Ill.

Bartlett, Frazier & Co. have built an elevator at Nelson, Ill., on C. & N. W. R. R.

Arthur Greathouse of Dudley, Ill., does not ship any grain, but buys for feed only.

H. V. Banning has improved his elevator at Emden, Ill., by putting on new siding.

Shaw, Garner & Co. have just completed an elevator at Rockport, Ill., on the C., B. & Q.

W. W. Porterfield of Ivesdale, Ill., has installed a Boss Car Loader.

Twist Bros. have bought the Barbee Elevator at Beechley Station, Ill.

Merritt Bros. are putting a new Howe Scale in their elevator at Varna, Ill.

Grain dealers in the vicinity of Mattoon, Ill., held a meeting recently at the Dole house.

E. Harvey, Lomax, Ill., July 27: Wheat, oats and rye in bad shape, grading poor.

Means & Co. have equipped their elevator at Cooksville, Ill., with a new pair of scales.

At Dewey, Ill., J. M. Jones will install an Improved Hall Grain Distributor in his elevator.

The Reinhart Elevator at Franklin Grove, Ill., has been covered with galvanized iron.

C. A. Davis has nearly completed his 35,000-bushel elevators at Lovington and Cushman, Ill.

Geo. D. Laing, Dixon, Ill., will add a Clipper Brush and Dustless Cleaner to his equipment.

Elijah Walker & Son have purchased the elevator at Dunkel, Ill. O. N. Walker will take charge.

Funk Bros. Seed Co., Bloomington, Ill., will install a No. 9 special Clipper Cleaner in their seedhouse.

The Neola Elevator Co. is the only regular dealer at Ohio, Ill. A. C. Street acts as their agent.

Richardson & Co. have discontinued buying grain at Roanoke, Ill. R. N. Moore has succeeded them.

Wm. Murray, Champaign, Ill., July 27: Crops better here than expected and up with the best years.

A. B. Smith of Rosemond, Ill., has installed a new dump at his elevator and made general repairs.

J. R. Aston has put a 12½-h. p. gasoline engine instead of the smaller one in his elevator at Emden, Ill.

Gould Bros. & Co. of Findlay, Ill., will improve their elevator at Duvall, Ill., and put in new machinery.

O. V. Myers & Co. will build a new corn storage plant of 35,000 bushels capacity at McCown, Ill.

Colbert Ward has purchased for \$8,500 the elevator formerly owned by Benson & Bradford at Colfax, Ill.

E. F. Jeffress intends to increase the

capacity of his elevator at Edwardsville, Ill., about 3,000 bushels.

Code & Mallett of Bradford, Ill., are building an elevator at Grave Hill, about two miles from Buda, Ill.

J. C. Britt will place a larger sized Hall Distributor in his elevator at Armington, Ill., for handling ear corn.

C. A. Hight & Co. have finished their new storage elevator of 30,000 bushels capacity at Dalton City, Ill.

Goodrich & Goodrich are making arrangements for the purchase of a site for a large elevator at Peoria, Ill.

W. C. Self of Jacksonville, Ill., and Fred Six of Alexander, are counted in the list of scoop shovelers.

David Miller slipped while getting down from a car at the elevator at Lanark, Ill., and was somewhat injured.

W. F. Cordell is the only regular dealer at Potomac, Ill. John W. Goodwine is loading oats, but he is a farmer.

H. W. Buckbee, Rockford, Ill., will add a special Clipper Cleaner with traveling brushes to his seed establishment.

Mr. McLaughlin of Pana, Ill., does a small business in hay, but not enough in grain to entitle him to quotations.

B. E. Morgan of Buckley, Ill., has made various repairs on his elevator and C. H. Rumley may put in a new conveyor.

F. M. Cutler has completely remodeled the old Clark Elevator at Carthage, Ill., and equipped it with new machinery.

The territory about Genoa, Ill., is well supplied with grain buyers and they are longing for effective association work.

August Rudy & Co. of Dudley, Ill., scoops corn and oats at Conlogue, three miles east of Dudley, on the Big Four.

B. T. Railsback is building an elevator at Hopedale, Ill., which will have twice the capacity of the old one it replaces.

Mattoon Elevator Co., Mattoon, Ill.: We have sold our scale thru our advertisement in the Grain Dealers Journal.

The men erecting the new Burlington Elevator at Peoria, Ill., went on strike recently for a 9-hour day with 10 hours pay.

Moses Dillon, grain dealer at Sterling, Ill., together with his wife, is spending his few weeks' vacation at Three Lake, Wis.

L. Hutchinson, Sibley, Ill., July 30: First new oats coming in this afternoon; very damp and light; old corn about all gone.

Condon & Kleiss have finished the 6,000-bushel addition to their elevator at Pesotum, Ill., and have installed new machinery.

E. Harvey has recently completed an addition to his elevator at Lomax, Ill. He has machinery for elevating 10,000 bushels daily.

Moberley Bros. of Windsor, Ill., are building elevators at Mt. Auburn and Osbornville, Ill. Each house will have steam power plant.

The only firm doing business at New Windsor, Ill., is Hough & Setterdal. Jan. 1, 1903, Mr. Setterdal will be succeeded by J. C. Spivey.

Wm. Brandt has purchased the interest of Fred Wahls in the firm of Wahls & Young, Peotone, Ill., and on Aug. 4 took possession.

Condon & Kleiss, Pesotum, Ill., July 28: Rain bothering farmers; will have damaged oats; corn looks well and bids fair for a good crop.

Henry Hasenwinkle has purchased the interest in the Hasenwinkle Grain Co. at Hudson, Ill., formerly owned by his brother William.

J. M. Camp, Bement, Ill., July 27: Oats here make 40 to 65 bushels with a good

40 average and test 32 pounds in general, but badly bleached.

James Riordan and Bert Pfundstein have purchased the grain and coal business and leased the elevator of R. Y. Breed at Erie, Ill.

N. R. Moore, Roanoke, Ill., Aug. 7: Oat threshing being retarded by rain; average yield, but quality poor; corn promises largest crop in years.

H. E. Enslly & Co., Waverly, Ill., July 28: Superb corn prospects; oat yield 40 to 60 bushels per acre; good yield of wheat, but not of extra quality.

Tegge Bros., Papineau, Ill., July 28: Too much rain here for oats; many oats can not be cut as the fields are soft from so much rain; corn looking good.

P. Eschback has completed a 10,000-bushel elevator at Leonore, Ill., and began taking in grain Aug. 4. A 10-h. p. Model Gas Engine supplies power.

J. W. Cain is acting as agent for J. K. Zorger at De Witt, Ill., and has no facilities for handling grain. He does a scoop shovel business with no profit.

E. C. Stone, formerly in the employ of R. G. Risser & Co., has purchased the elevator at Armstrong, Ill., of William T. Jaden and Aug. 1 began business.

J. D. Rothgeb & Co., Wellington, Ill., July 27: Condition of growing corn good; oats have been put in shock favorably and indicate a fair to good yield.

John McNeil of Erie has purchased the business of C. L. Brinker at Albany, Ill., and has placed William Beach in charge. Mr. Brinker sold on account of ill health.

An elevator owned by Epps & Jones at Hume, Ill., was destroyed by fire Aug. 1, together with some 2,000 bushels of oats and corn. Loss, \$15,000; insurance, \$10,000.

Brooks & Harrison are arranging to rebuild their elevator at Stanford, Ill., which was wrecked by the storm of June 10, and will make a strictly modern plant of it.

Mr. St. John of Utica has purchased the Pulsifier Elevator at Ottawa, Ill., and by various repairs and a new coat of paint has completely changed its appearance.

O. L. Gray, Watseka, Ill., July 26: Corn looks fine and prospect good; wheat all threshed, quality poor; oats fairly good, none threshed; rye very light; fields muddy.

Mr. Gommel has bought Mr. Jacobs' interest in the firm of Jacobs & Brauer at San Jose, Ill., and business is now conducted under the name of Gommel & Brauer.

Amsler Bros., Longview, Ill., July 26: Threshing commenced; oats fair; corn looks fine and with favorable weather for 30 days we will have a record breaker for corn.

R. F. Cummings of Clifton, Ill., is building an addition to his elevator at Chebanse, Ill., which will give it twice its former size, and making other improvements.

The Farmers Grain & Elevator Co. of Wapella, Ill., is rebuilding its elevator, which some time ago was destroyed by fire. When completed it will have a capacity of 15,000 bushels.

J. H. Nesbitts, agent Morrison & Grindley, Claytonville, Ill., July 28: Heavy rains last night and to-day, which stopped threshing of new oats, but helped the growing corn considerably.

The grain elevator at Fletcher, Ill., which was so badly damaged by a recent wind storm, is being entirely rebuilt by Conger & Suttler, what was left of the old having been torn down.

The Farmers Grain & Coal Co. has

made some needed repairs on its elevator at Varna, Ill., by replacing the old elevator boot, leg and belt with new ones and adding to the number of cups.

J. M. McCullough has done some business with the scoop at Rantoul, Ill., and John G. Fitton claims to get bids and market information from Chicago firms and talks of shipping his own grain.

J. G. Hermann of Ashmore, Ill., has purchased the business of Culbertson & Younger at Mays, Ill., and is building a 40,000-bushel addition, thus increasing the capacity of the plant to 50,000 bushels.

The Costello-Weiser Grain Co. has been incorporated at Stonington, Ill., to deal in grain, feed, fuel and live stock. Incorporators: Thomas Costello, Fred W. Weiser and F. M. Pratt; \$9,000 capital stock.

R. G. Risser's new elevator now being constructed at Tucker, Ill., to take the place of the one destroyed by fire in June, will have 65,000 bushels capacity, being nearly twice as large as the former house.

For \$1,600 cash, H. Adams of Harvel, Ill., has purchased the elevator at Medora, Ill., of L. O. Hayward and will begin business there immediately. Some improvements will be made at the elevator.

B. E. Morgan, Buckley, Ill., July 26: Crops have been damaged by rains; but oats are fair crop; several machines started threshing to-day, and if it stays dry, oats will come in in good shape; we raise no wheat here.

Kenneth Cooper, a youth of 16, employed in the Henderson Elevator Co.'s elevator at Grayville, Ill., was found smothered to death in a wheat bin, Aug. 1, when the men went to see why the chute was obstructed.

John Reeder, Lena, Ill., July 26: Oat harvest begins next week; considerable lodging, but crop will be fair, a great deal better than last year; old oats all shipped out; corn crop good; rye and barley fair; no wheat.

Whipple & Barr are enlarging and repairing their elevator at Plainfield, Ill. A new cement oat dump, another elevator leg, a new scale hopper and a car loader will be installed, greatly increasing their grain handling facilities.

H. G. Epps will build a large storage crib in connection with his plant at Cherry Point, Ill., increasing his storage capacity to 60,000 bushels for ear corn and 30,000 for oats. Another storage crib will be built at Hume, Ill.

The R. G. & C. H. Risser Co. has purchased the elevator at Hayes, Ill., of George F. Hartman and has employed J. L. Barthel as general manager, buyer and superintendent. The company is shipping some nice oats from that point.

Frank Huber is a scoop shovel shipper of Carlinville, Ill., who buys wheat at Nilwood and Anderson Switch, greatly to the annoyance of the regular dealers, Hairgrove & Co. and Aden & Co., who have money invested in elevators.

J. L. Murphy is building an elevator at Richardson, Ill., on the C. & G. W., which will have a capacity of 80,000 bushels, besides storage room for two cars of feed. It will be equipped with dump scales, corn sheller and gas engine.

J. M. Burnett, Clayton, Ill., July 26: Crops through this section extra good this year; yields of small grain, wheat and rye, especially, phenomenally large; some yields of wheat better than 50 bushels to the acre; corn prospects never better.

G. T. Burrell & Co. have built a 40,000-bushel elevator at Savoy, Ill., and equipped it with rope drive, two stands of elevators and a car puller. The roof is of steel and the engine room and office of brick. Wm. Murray is the owner.

An elevator at Warrenburg, Ill., belonging to Faith & Dewein together with about 3,000 bushels of grain, was destroyed by fire July 25, causing about \$6,000 loss, which was only partially covered by insurance. The company's oat bin was saved.

J. H. Snowden, Lerna, Ill., July 30: Oats being threshed; quality splendid; being put up in good shape; corn looks well, but little wheat grown here; broom corn heading nicely and promises a good crop of good quality; old corn all gone and cribs are empty.

B. L. Beach, agent Neola Elevator Co., Deer Grove, Ill., July 26: Poor prospects for crops; oats covered with water and farmers not able to cut more than half of them; do not think we will have a very large crop; lots of corn covered with water.

B. S. Tyler, for many years engaged in the grain business in central Illinois, with headquarters at Decatur, and for several years an officer of the Illinois Grain Dealers Association, died at his home in Decatur, July 27, aged 57 years, after a prolonged illness.

W. L. Funkhouser, who calls himself the Lerna Elevator Co., has no facilities for shipping grain; but is a scoop shovel agitator. He owns a threshing machine; and tries to get farmers to ship their own grain. The only regular dealer at Lerna, Coles Co., Ill., is J. H. Snowden.

J. M. Ernst, Humboldt, Ill., July 31: In the oats now, which are yielding from 40 to 60 bushels per acre; late rains make them mean to handle; all will soon be threshed and most of them go on the market; farmers have been rushing them in order to get them in during July.

George W. Damon, manager of the Brown Elevator at Fulton, Ill., was married Aug. 8 to Miss Musetta McMellan of St. Joseph, Mo., formerly a school teacher at Fulton. The bride and groom returned immediately after the wedding to Fulton, where they will make their home.

Scoop shovelers in the vicinity of Mattoon, Ill., are E. Jennings, Paul Sours of Mattoon, Lerna and Montgomery, and Redmond of Magnet, with postoffice at Mattoon. Gus Dagler of Mattoon has also been receiving quotations from some source and has been scooping and shipping his own grain.

If the Illinois insurance department was in charge of men competent to comprehend plain English and correctly interpret the insurance laws, Illinois, which has more grain elevators than any other state, would be the home of the Grain Dealers National Mutual Fire Insurance Co., instead of Indiana.

Geo. Terwilliger & Co., De Kalb, Ill., July 28: Lots of rain; oats badly lodged; just commenced to cut them; will be fair average crop if not spoiled with rain; will be some of poor quality and some of very light weight; corn looking fine except on very low land, which has been under water most of the season.

N. B. Claudon of Fairbury, Ill., has taken his son as a partner and business will be continued under the firm name of N. B. Claudon & Son. They have begun the foundation and let the contract for a 40,000-bushel elevator, which will be built with a low driveway, a rope drive, passenger elevator and be run by an electric motor.

C. B. Johnston & Co. of Arrowsmith, Ill., have installed a 12-h. p. Fairbanks-Morse Gas Engine in a neat fire proof engine room, twenty feet from the elevator to furnish power for their plant, which is being equipped with machinery by the Marseilles Mfg. Co., and when complete will be one of the most convenient in central Illinois.

Twenty farmers at Galesville, Ill., have organized the Galesville Grain Co., with a nominal capital of \$10,000, to deal in grain, coal and salt. It is said that John T. Churchill will be manager. The only regular dealers at Galesville are Hayes Bros. and the Burks Grain & Elevator Co., who succeeded T. S. Paugh. They have bought the Evans Elevator.

O'Hara, Baldrige & Co., Carlock, Ill., July 28: We received our first car of new oats to-day, which tested 26 pounds and probably will grade No. 4. The oats will be more or less damaged. A great many fields had to be cut one way; and unless weather is favorable until after threshing is done it is doubtful if more than 50 per cent of the crop will grade.

W. A. Penny, general manager for the Northwestern Grain Co., has been making arrangements for the remodeling of the company's elevator at Peoria, Ill. About \$7,000 will be spent in converting the building into a terminal warehouse for cleaning and shelling grain. New machinery will be installed, including three corn shellers and two grain cleaning machines. H. E. Shugart of Peoria will act as manager. The same company will build a 20,000-bushel plant at Nelson.

Morris, Ill., seems to be the hottest spot on the map. No scoop shovel shippers there, but a newcomer, a greedy oatmeal miller, seems determined to drive out the old established elevator men, who have been in business at that point from 10 to 30 years. As a result prices paid at Morris have been 1½ to 5 cents above nearby markets. If the miller were wise he would permit prices to drop to a fair figure and then buy grain from the local elevator men. He will find it a much cheaper way to obtain grain. Surely he can not enjoy giving farmers 5 cents a bushel premium for bringing grain to him.

INDIANA.

Leo Isay has succeeded Grisamet & Isay at Churubusco, Ind.

Elevator property is commanding higher prices than ever before.

Riverside, Ind., has the promise of an elevator in the near future.

O. W. Bishop has succeeded Wilbert Hawkins at Williamsport, Ind.

M. J. Lee of Kempton, Ind., is installing two of the Constant Platform Dumps.

John Linebarger has been placed in charge of the elevator at West Union, Ind.

J. F. Pearson, Chalmers, Ind., writes that he is in the market for elevator machinery.

Urmston & Son have opened their elevator at Dundee, Ind., with Walter Wilhelm as manager.

Niezer & Co., Monroeville, Ind., are adding to their outfit a special traveling brush Clipper Cleaner.

I. F. Beard & Co., Huntington, Ind., recently added a large Special Clipper Cleaner to their elevator.

W. H. Barker is having the old warehouse at Lindley, Ind., remodeled and will use it for an elevator.

The Montezuma Mill Co.'s big 5,000-bushel corn mill at Montezuma, Ind., is to be ready to start Sept. 1.

Harry R. Wasmuth will take charge of

the elevator recently purchased by A. Wasmuth & Son at Andrews, Ind.

Ray Stafford of New Castle, Ind., has secured the site and will build a 10,000-bushel elevator at Medford, at once.

Babcock & Hopkins of Rensselaer, Ind., have succeeded Crabbs & Reynolds at Babcock, Roselawn and Thayer, Ind.

Jacob D. Rich of Brook, Ind., is building an elevator of 40,000 bushels capacity at Julian, Ind., and will handle the business from Brook.

Samuel C. Lewis has sold his business interests at West Chester, Ia., and will go to Roann, Ind., and engage in the grain business with his brother, Thomas Jefferson.

The elevator belonging to the Church-ill-White Grain Co. at Hamlet, Ind., on the night of July 31 was totally destroyed by fire resulting from a stroke of lightning.

One of the walls of Jones & Watts' grain elevator at Oakland City, Ind., gave way July 28, scattering 2,000 bushels of wheat upon the ground and causing a loss of \$1,000.

C. W. Heironimus visited Richmond, Ind., recently and stated his intention of establishing an elevator there. Either he will buy the elevator of Mr. Barnet and remodel it or he will erect a new building.

W. G. Sweet, Royal Centre, Ind., Aug. 2: Threshing fairly commenced; wheat coming in damp and in bad condition; oats not all cut, and only about one-third of the crop being harvested at all; too much wet.

The Jay Grain Co., J. M. Morgan, agent, Gilman, Ind., Aug. 2: Threshing about half done; have had considerable rain which has damaged wheat and oats to some extent; wheat making from 15 to 30 bushels per acre.

The farmers are organizing a company with \$25,000 capital stock at Lafayette, Ind., which will be called the Lafayette Elevator Co., and intend to build a 50,000-bushel elevator. The name chosen does not augur success.

On the night of July 18 an elevator at McGawsville, Ind., was struck by lightning, and together with the wheat which filled it was completely destroyed. William Lavengood, the owner, carried no insurance. The loss amounted to \$5,000.

The firms of Bartlett, Kuhn & Co. and also W. H. Small & Co., both of Evansville, Ind., have recently installed the New Era Elevator in their grain elevators. The Evansville grain dealers seem to know a good thing when they see it.

Goodrich Bros. Hay & Grain Co., Winchester, Ind., Aug. 2: Threshing of wheat and oats nearly finished; yield better than expected, but quality not very good; weather has been so wet that oats a few miles north of us are rotting in the sheaf.

A farmers' wheat and corn trust has been started by Clarence Miller, a young school superintendent of Frankfort, Ind. Instead of selling his crop when the price seems low, each farmer will transfer it to the farmers' trust bank as security for a loan.

J. F. Draper & Co., Fritchton, Ind., Aug. 5: We have a threshing machine and according to the amount of wheat we have threshed, compared to other years, there is hardly a half crop; good oat crop; very light hay crop; prospect for large corn crop never better at this time of year.

Studebaker, Sale & Co. have opened their new elevator at Van Buren, Ind. The plant is 58x36 feet and 52 feet high, has ten storage bins and one weighing

bin, and includes a 20x24-foot corn crib. The entire cost was in the neighborhood of \$7,000. George J. Tribolet of Bluffton has been engaged as manager.

Secretary Sampson, of the Indiana Grain Dealers Association, earns his salary and the good-will of his members. He has been here for several days, walking miles through the railroad yards, climbing cars and elevators, watching the inspection and weighing, and is satisfied the disposition here is to treat all fairly. He has seen the effects of careless loading and the taking of old and crippled cars.—C. A. King & Co.

Crabbs & Reynolds of Crawfordsville and Robert Bell of Fowler, Ind., have formed a company which has been incorporated at Lafayette under the name of the Crabbs-Reynolds-Bell Grain Co., with \$30,000 capital stock. The company has purchased the elevators at Crane and Ash Grove and the warehouse at Lafayette, Ind., formerly owned by the Samuel Born Grain Co., for \$17,000. The company will begin to build a 75,000-bushel elevator at Lafayette, as soon as possible. The Samuel Born Grain Co. retains the grain in these houses and its interest at other points and will continue in the grain business.

The Central Indiana Division of the Indiana Grain Dealers Association will hold its annual meeting at the Clinton House, Kokomo, Ind., Tuesday, Aug. 12, at 10:30 a. m. This is a very important meeting and every dealer in the territory should allow nothing to prevent his attending. The past work of the members has resulted in a good many more dollars at the end of the year than before the organization was effected. Come out, renew your acquaintance and have a perfect understanding of what your competitor is doing, so that harmony and confidence, the essentials to a successful grain business, can be maintained.

S. B. Sampson, secretary Indiana Grain Dealers Association, Indianapolis, Ind., writes: I spent the first three days of this week in Toledo, looking through the inspection and weighing department. I think my trip there was very beneficial to the Association in the information that I obtained. Everything in that market seems to be as fair as it possibly can be, and in almost every instance where there was a shade of doubt, the shipper was given the benefit. Track inspectors are very careful in regard to car doors and resealing immediately after inspection has been made. The scale department is using the utmost caution in regard to weights and when any scale is in the slightest way out of condition they will not permit it to be used.

The Northwestern Ohio & Indiana Grain Dealers Association met at the Hotel Ashley, Celina, O., Aug. 6, and had a very nice business session. A good attendance. On account of so much poor wheat and oats going into the markets the general consensus of opinion was that wheat was not worth more than 7 cents under Toledo, 2 soft. The fraction should favor the buyer, and grain ought to be bot by the tester, 60-pound wheat getting the full price, with a cent difference on each pound less than that, and 2 cents difference on each pound less than 55. Oats were believed to be worth 5 cents under the Toledo, 3 white close; but that badly out of condition, damaged, rotten, bad kernels and stained could not be bot only as rejected or sample. Alsike clover \$1 under prime, after thoroly cleaned, red clover the same, and timothy 50 cents. The next meeting is to be at the Randall hotel, Fort Wayne, Ind.,

at 3 p. m., Aug. 14. Among those present or represented were: President E. L. Carroll, Decatur, Ind.; Secretary C. G. Egly, Berne, Ind.; Haynes Milling Co., Magill & Son, Cartwright & Headington and Holmes Bros., Portland, Ind.; H. G. Pollock, Middlepoint, O.; S. L. Harris, Antwerp, O.; C. A. Bissell, Antwerp; Long Bros., Convoy, O.; H. C. Tinkham, Latty, O.; Dale McMillen and Thos. Cretore of Van Wert; Palmer & Miller and Doc Dull of Celina; T. B. Steineman, Minster, O.; Gormhausen Bros., New Bremen, O.; J. H. Feltman, St. Henry, O.; Peter Cretore, Paulding, O.; J. M. De Weese, Montezuma, O.; W. T. Hawkins, and J. F. Disher of Mendon, and Arthur Dull of Rockford, O.

IOWA.

John Gwynne is building an elevator at Yorktown, Ia.

J. D. Billingsley will build an elevator at Perkins, Ia.

Finch & Johnson will remodel their elevator at Galt, Ia.

The Edmonds Elevator at Hinton, Ia., is nearly completed.

Both elevators at Superior, Ia., have installed gasoline engines.

E. D. Vorhes is making various repairs on his elevator at Ackley, Ia.

The Farmers Co-operative Co. will build an elevator at Clemme, Ia.

Counselman & Co. will build an addition to their elevator at Palmer, Ia.

The Northern Grain Co. is building additional buildings at Ida Grove, Ia.

John McDermott is rebuilding and remodeling his elevator at Greenfield, Ia.

J. F. Merritt & Sons are erecting a 15,000-bushel grain warehouse at Dunlap, Ia.

Cassady & Whiting of Whiting, Ia., have received a second 12-duct Hall Distributor.

D. T. Cain will take the position as buyer for the Tri-State Elevator Co. at Bigelow, Ia.

The Inter-State Elevator Co. will substitute a new warehouse for its old one at Holstein, Ia.

The Wells-Hord Grain Co. has nearly completed its 30,000-bushel elevator at Lake View, Ia.

E. D. Barnes has discarded his old engine and placed a new one in his elevator at Kenwood, Ia.

P. O. Martinussen has been employed as grain buyer for the Spencer Grain Co. at Whittemore, Ia.

Buell & Morse are raising their elevator at Hardy, Ia., in order to make easier the loading of cars.

D. Rothschild Grain Co. of Davenport, Ia., will install an Improved Hall Distributor at Lorah, Ia.

W. F. Batten will succeed A. B. Reynolds as agent for the Western Elevator Co. at Linn Grove, Ia.

The chimney on Shaw & Binder's elevator at Colo, Ia., which was struck by lightning, has been rebuilt.

O. A. Talbott & Co. of Osceola, have just completed a new elevator at Tingley, Ia., on the K. & W. R. R.

The Atlas Elevator Co. has improved its elevator at Perkins, Ia., and put in a gasoline engine and scale.

Jesse Scott, Dexter, Ia., has placed a No. 9 seed cleaner in his elevator for handling clovers and timothy.

The Wells-Hord Grain Co. has purchased the elevator and business of L. J. Mighell at Lake City, Ia.

The Hunting Elevator at Ireton, Ia., which during a recent storm was badly damaged, has been repaired.

J. B. Archer has succeeded Rowe & Loman at New Market, Ia., and has joined the Grain Dealers Union.

The California Grain & Lumber Co. of California Junction, Ia., has let the contract for a 25,000-bushel elevator.

Henry Wetzel, Minburn, Ia., Aug. 6: Corn prospects are very promising. Oats has been damaged by the heavy rains.

The D. Rothschild Grain Co. is repairing its elevator and arranging to install a gasoline engine at Morrison, Ia.

J. R. Ratekin & Son, Shenandoah, Ia., have recently installed a special traveling brush Clipper Cleaner in their seed warehouse.

Turner Bros. of Cumberland, Ia., have purchased the elevator known as the Ed Everly Elevator, of Cavin & Son at Griswold.

The Wells-Hords Grain Co. has succeeded Mr. Nichols in the grain business at Beaman, Ia. Ed Stough has charge of affairs.

The Trans-Mississippi Grain Co. has put a gasoline engine in the elevator and made other repairs and improvements at Maurice, Ia.

The Wells-Hord Grain Co. is remodeling and improving its elevator at Havlock, Ia., and has installed a 100-bushel hopper scale.

J. C. Felthous has resigned his position as manager of the elevator owned by Moore Bros., at Hampton, Ia., and will go to St. Paul.

Chauncey P. Coy & Son of Waterloo, Ia., are completing their seedhouse equipment by adding a No. 9 special brush Clipper Cleaner.

At Badger, Ia., the Peavey Elevator Co. is remodeling and repairing its elevator and will equip it with an Improved Hall Distributor.

Wm. Keith will be transferred from the elevator at Traer, Ia., to the one at Goldfield by the Northern Grain Co., for whom he is agent.

A. E. Cook has bought the lots belonging to the St. Paul & Kansas City Grain Co. at Odebolt, Ia., and contemplates building a storage elevator.

The Way-Johnson-Lee Co. has purchased the old St. Paul & Kansas City Elevator on the G. W. R. R. at New Hampton, Ia., and taken possession.

The Neola Elevator Co. has purchased of the Iowa Central its elevators at Martinsburg and Hedrick Ia., and at Martinsburg will at once erect a larger structure.

John Broderick, Superior, Ia., Aug. 5: Will be no bright barley, but grains are well filled; corn looks well at present; oats will average above 40 bushels per acre.

Frank Messina, a workman in the elevator at Whittemore, Ia., swallowed a shingle nail recently, but it was soon located and removed by means of an X-ray machine.

Cummings Bros. have succeeded W. R. Cummings at Nodaway, Ia., and are now members of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri.

W. S. Taylor is rebuilding his elevator on the C. I. & D. at Alden, Ia. The power house will be replaced and a new and more substantial elevator shaft substituted for the old.

Nipp & Kruse have raised their elevator at Mineola, Ia., and are putting in a foundation. The water has been pumped out of the dump and in a short time they will be in operation again.

August Petersmeyer has bought his

brother Henry's interest in the grain and live stock business at Odebolt, Ia., and will continue the business formerly conducted by Petersmeyer Bros.

An elevator at Rock Valley, Ia., belonging to Terwilliger, Dwight & Co., July 29 was destroyed by fire, together with its contents, 2,000 bushels of wheat. Loss fully covered by insurance.

James Gault has purchased property in Leith City, Ia., and will erect a large elevator and a coal and grain office. He will not wait for a road to reach the new village in order to begin business.

H. W. Iblings of Geneva, Ia., has completed the improvements on his elevator and Tucker & Bell have nearly finished their addition which will increase their storage capacity about 12,000 bushels.

The Northern Grain Co. has bought the lumber yards of the Toledo Lumber Co. at Toledo, Ia., and will run them in connection with the grain business. The company is remodeling its elevator.

E. J. Riley has purchased an interest in the elevator belonging to Olson & Co. at Germania, Ia., and business will be continued under the name of Riley & Olson. Mr. Wheeler will handle hay and oil.

Henry Casey, a farmer living near Dy-sart, Ia., is building a 10,000-bushel elevator on his farm and will use it to store his own grain and what he can buy from his neighbors during the times of low prices.

Arthur Johnson, brother of Chris Johnson, dealer in grain and stock at Bode, Ia., disappeared suddenly July 18, and though various efforts were made to learn his whereabouts, nothing has been heard from him.

J. C. Adams, agent Neola Elevator Co., Tama, Ia., Aug. 5: Great portion of the crops adjacent to Tama destroyed by overflow of the Iowa River during June and July; threshing well advanced; grain of good quality.

Geo. A. French, Sulphur Spring, Ia., Aug. 5: Small grain all harvested and some threshing being done; oats pretty badly colored and light weight; wheat and barley no good; prospects for corn were never better.

A charge of 1 cent per bushel per month on grain stored after Aug. 1 was decided upon at the recent meeting of grain dealers at Sioux City, Ia. For the first 15 days after delivery storage will be free. Why store free?

Mr. Carson is pushing work on his elevator at Moulton, Ia., as fast as possible and soon expects to have it completed. He will also build an engine room and install all needed machinery for loading and unloading grain.

Tucker & Bell, Geneva, Ia., Aug. 7: Shock threshing in full blast; no rain for past ten days and oats in good shape for shock; oats yielding from 30 to 55 bushels per acre; some moving to market at 28 cents for No. 3 white.

D. K. Unsicker, Wright, Ia., Aug. 2: Only about 70 per cent of oats and barley harvested owing to the extreme wet weather; yield about 25 to 35 bushels per acre, of poor quality and badly damaged; corn looking fine; prospects never were better.

Wm. Brownlee, agent, informs us that the Northern Grain Co. has installed a car loader and a Barnard & Leas No. 3 Grain Separator in its elevator at Tama, Ia. These together with the old machinery thoroughly equip it for a first-class cleaning house.

Dr. William M. Beardshear of Ames, Ia., president of the Iowa State Agri-

cultural College, died Aug. 6, of nervous prostration, caused by overwork. He was a graduate of Yale, had served in the civil war, and was one of the leading educators of the country.

A 25,000-bushel elevator at Elmo, Ia., belonging to Chas. Counselman & Co., was burned on the night of July 25, together with about 1,000 bushels of shelled corn. Only the scales and scale house remained in the morning when the manager, Andy Larsen, arrived.

C. E. Prunty, the Plant Seed Co. and D. I. Bushnell & Co., all of St. Louis, Mo., have each added a No. 9 special brush and dustless Clipper Cleaner to their warehouse equipment. J. G. Pappard is also placing a large special Clipper Cleaner in his seedhouse.

The Agnew-Nichols Grain & Livestock Co. has been incorporated at Waterloo, Ia., with \$25,000 capital stock. Headquarters will be at Waterloo, but the company owns elevators at Fairbank, Dunkerton and other points. F. C. Nichols will act as manager and reside at Waterloo.

The Nishna Valley Grain Co., which has been incorporated at Shenandoah, Ia., as stated in the Grain Dealers Journal of July 25, is not a regular dealer and operates no elevators. Speculators and farmers are interested in the concern, which contemplates cribbing corn in Nebraska.

Lightning struck the elevator of the Des Moines Elevator Co., at Avoca, Ia., on the morning of Aug. 3, and a fire which destroyed building and contents resulted. The building was valued at \$2,000 and loss included about 600 bushels of wheat and corn. Loss fully covered by insurance.

That old scales ought to be thrown out when their accuracy is in doubt is the firm opinion of Henry Wetzel & Co., of Minburn, Ia., who have just installed a fine new scale for the new crop. They have never experienced any large shortages, and like to feel sure that their scales are correct.

The elevator at Buck Grove, Ia., owned by the St. Paul & Kansas City Grain Co., was partially undermined by the heavy rains this spring and summer and recently has been sinking. This has been remedied by a cribbing of masonry and other improvements have been made. The engine has been replaced by a new, but smaller one.

The Grain Co. of Ft. Atkinson, Ia., has given the Younglove & Boggess Co. a contract to remodel the old elevator. A two-story addition with office room above and engine room below will be built and the old part will be turned into a fourteen-bin elevator. A 6-h. p. gasoline engine and a Fairbanks-Morse Dump Scale will be installed.

A cyclone which swept over the state of Iowa from Algona to Luverne on the morning of Aug. 2, destroyed the elevator of the Way-Johnson-Lee Co. at Hanna's Siding, not far from Luverne on the M. & St. P. A section of the floor was found in the corn field a mile and one-half from the elevator. The ground in the path of the storm for a mile was literally covered with wreckage and timbers and scantling were driven into the ground two feet. One man was killed, some ten or fifteen barns demolished, besides two dwelling houses and one school house. About one-half the small grain was cut and standing in the shock. This was scattered considerably and standing grain and corn entirely ruined. Hail followed the wind, making a clean sweep of the territory about six miles wide.

KANSAS.

Chas. Petty is a track buyer at Brewster, Kan.

J. P. Cummings is building an elevator at Price, Kan.

Hall & Robinson are scooping grain at Norwich, Kan.

The Morrison Grain Co. is not located at Ellsworth, Kan.

J. M. Eagan is a scoop shovel shipper at Overbrook, Kan.

Axel Palmer of Cleburne, Kan., will improve his elevator.

Scoopers at Bartlett, Kan., are J. H. Fallis and T. P. Bains.

W. L. Curtis is not known as a grain dealer at Hudson, Kan.

J. H. Kennaer is no longer a grain dealer at Powhattan, Kan.

Miltner & Co. are not engaged in the grain business at Viola, Kan.

Baldauf & Freels has nearly completed their elevator at Spivey, Kan.

The only regular grain dealers at Moran, Kan., are B. Palmer & Co.

The Rock Grain Co. will build a 10,000-bushel elevator at Dundee, Kan.

Hupp & Co. have begun the erection of an elevator at Mullinville, Kan.

Krug & Co. may do some scoop shoveling at Hudson, Kan., this season.

Bandt Bros. are not engaged in the grain business at Cedarville, Kan.

Mr. Poherts and the H. L. Strong Grain Co. are track buyers at Kiowa, Kan.

Fred Johansen does some business with the scooper's tools at Ransom, Kan.

The Turon Grain Co. of Turon, Kan., sometimes uses scoop shovel methods.

Thos. C. Baker, Wellington, Kan., Aug. 7: Prospects for corn crop good.

Smither Grain Co., Woodston, Kan., July 31: Corn prospects good; wheat very poor.

Robinson & Morrison will succeed E. J. Marlatt in the grain business at Glasco, Kan.

D. O. Edwards will soon open his new elevator on the Missouri Pacific at Hazelton, Kan.

Cole Bros. and Hall & Robinson are not engaged in the grain business at Kiowa, Kan.

D. A. Thompson and the Topeka Grain Co. have discontinued business at Topeka, Kan.

S. L. Whiting is operating the elevator at Bartlett, Kan., for the Rea-Patterson Milling Co.

Townsend & Lamon will make some slight improvements on their elevator at Andale, Kan.

W. R. Cunningham is not a grain dealer at Hill City, Kan., but is located at Morland, Kan.

W. C. Dicus & Co. of Cherryvale, Kan., have no elevator and are in the scoop shovel brigade.

S. Simonson & Son have no plant at Parsons, Kan., but engage in the scoop shovel business.

The Solomon Valley Milling Co. of Osborne, Kan., expects to start its new mill about Aug. 10.

D. W. Ludwick owns no property for handling grain at Frankfort, Kan., except a scoop shovel.

Bandt & Rice are the only regular grain dealers at Marvin, Kan. C. W. Quanz is buying some on track.

Cole Bros. will soon begin to build a 10,000-bushel elevator on the Orient road at Harper, Kan.

The Perry Allen Grain Co. is building an elevator at Elm City, Kan., about six miles west of Bartlett.

W. L. Byers, agent Morrison Grain Co.,

Lucas, Kan., Aug. 1: Wheat a failure; prospects good for corn.

The Plainville Mill & Elevator Co. has just completed a new 50,000-bushel elevator at Plainville, Kan.

Correspondent at Ellsworth, Kan., Aug. 1: Very hot and dry; corn burning up; 105 degrees in the shade.

Brooks & Smillie of Frankfort, Kan., will make some repairs and changes in their elevator this fall.

P. K. McGinnis, manager Hoxie Milling Co., Hoxie, Kan., Aug. 1: Some very good wheat in this county.

J. M. Fry and G. W. Hollingsworth of Arma, and Wm. Tuttle of Englevalle, Kan., are among the scoopers.

F. D. Coburn, secretary of the Kansas state board of agriculture, has issued a report on the Russian thistle.

The Farmers Elevator Co. at Verdi, Kan., never buys any grain and only ships that owned by its stockholders.

Brooks & Smillie, Frankfort, Kan., Aug. 1: Corn crop never looked better at this time of year; we expect a large crop.

Wall & Rogalsky and the Brinson-Judd Grain Co. are the regular dealers at Buhler, Kan. Farmers have an elevator.

Magruder & Hurding, successors to Magruder & Smith, Cairo, Kan., Aug. 1: Wheat crop very poor; bulk No. 3 and 4.

The Farmers Grain Association at Sterling, Kan., of which Solon Gray is secretary, are scoop shovelers and disturbers.

The farmers have remodeled and repaired their elevator at Ezbon, Kan., and installed a feed mill. Mr. Potts is manager.

The Perth Co-operative Grain, Fuel & Live Stock Association has been incorporated at Perth, Kan., with \$3,000 capital stock.

R. C. Crandon of South Mound, Kan., is pretending to handle grain. He has no building and not one dollar invested in the business.

Steckel Bros., Ellinwood, Kan., Aug. 1: Threshing returns indicate about five bushels of wheat per acre as compared with 20 bushels last season.

The Sylvan Elevator & Mill Co. proposes to build an elevator at Sylvan Grove, Kan., but has not done so; so as yet it is not a regular dealer.

F. Barteldes & Co., Lawrence, Kan., are placing in their elevator two No. 9 Special Clipper Cleaners with traveling brushes and dustless attachment.

Chas. F. Weber & Co., Caldwell, Kan., write: It is a pleasure to renew our subscription to the Grain Dealers Journal when we get such value in return.

J. W. Hopkins only has a small two-car elevator at Canton, Kan. This is not located on any railroad and he hauls grain to both roads and scoops it into cars.

The Salina Mill & Elevator Co., which operates elevators at Salina, Mentor, Bridgeport and Smolan, Kan., has leased the Rock Island Elevator at New Cambria.

H. Weaver is the only regular dealer at Manchester, Kan., and H. J. Light & Co. were never in the grain business at that place. Mr. Morse is doing some work with the scoop.

S. L. Whiting, Bartlett, Kan., July 31: Oat crop fine; wheat none above No. 3; great deal of the wheat and oats badly damaged in the shock by rain; bumper corn crop.

L. N. Tweedy, F. A. Train and G. F. Sanford have purchased the Johnson Elevator at Belleville, Kan., and business will be continued under the management of L. N. Tweedy.

The Hunter Milling Co. of Wellington, Kan., is just completing a new brick mill

building, three stories high and basement, with a capacity of 500 barrels and is putting in machinery.

The Kansas Grain Co. has enlarged its plant at Belpre, Kan., so that it now has a capacity of 2,500 bushels. A dump has been put in and power will be furnished by a 2-h. p. gasoline engine.

J. W. Beery, Ashton, Kan., July 31: Wheat of poor quality; tests from 46 to 50 pounds to the bushel; corn needing rain; ground too dry too plow; most farmers threshing out shock.

F. W. Gaunt, Alton, Kan., July 31: Wheat crop total failure; corn looking excellent, with another good rain or two will have fine crop, greatest for years; ground full of moisture now.

The Hoxie Milling Co., owned by the A. J. Poor Grain Co., will put in a larger receiving elevator at Hoxie, Kan., to be run by a gasoline engine, and will operate it when the mill is not running.

W. S. Buvinger, agent H. L. Strong Grain Co., Bartlett, Kan., Aug. 1: Corn will make a big yield, without any more rain; wheat and oats that have been left in shock somewhat damaged by excessive rain.

D. G. Donovan of Belpre, Kan., has put a feed mill in his elevator. In the past year up to July 21, he has shipped 245 cars of wheat, one car of corn. The Kansas Grain Co. has shipped 30 cars, and Bailey & Co., 48 cars.

D. McDonald, agent Hall & Robinson, Milton, Kan., Aug. 5: Wheat very poor, wet and dirty with weed seed; oats good; corn being hurt just now by hot winds, but if we get rain soon there will be some good corn, but not a full crop.

A. L. Boyd, agent Midland Elevator Co., Russell, Kan., Aug. 1: Will have very little wheat around Russell and what we have will grade No. 4 and rejected; corn and kaffir corn look fine and with one more rain will have large crops.

Jim Butler tried to get the school house at Inman, Kan., to hold a meeting of farmers for the purpose of organizing a farmers shipping association, but his purpose was thwarted by a local grain dealer who paid taxes to build the school house for another purpose.

A. C. Davis & Co., who operate a line of Kansas elevators, will move their headquarters from Topeka, Kan., to Kansas City, Mo., on account of the better facilities for conducting the business. A. C. Davis, general manager of the company, will change his residence to Kansas City.

Townsend & Lamon, Andale, Kan., July 31: Wheat crop light yield and poor quality; oats in the same class; corn with another rain will be a fair crop; acreage is not large and stand poor; most farmers have lost money on the first run of shock threshing, some of them being heavy losers.

Wright & Gray, Lyons, Kan., Aug. 1: Wheat crop very poor, yielding from 2 to 10 bushels per acre, probably will average four to five bushels; much of it never cut; would not pay expenses; none of our wheat will grade No. 2, all No. 3 to 4 and rejected; very dry now; corn suffering for rain.

Wellsville Grain & Lumber Co., Wellsville, Kan., July 31: What little wheat we have in this neighborhood made a good crop, averaging 30 bushels or more to the acre; oat crop also good—40 to 60 bushels to the acre; corn prospects the finest ever seen; flax not properly filled out, but almost a fair crop; hay good.

The farmers and grain growers of Harper county, Kan., have organized the Farmers' Live Stock & Grain Growers

Association and intend to erect an elevator of 10,000 bushels capacity at Harper. F. O. Mott, president; M. W. Parsons, vice-president; S. D. Cox, secretary and N. P. Cunningham, treasurer.

The grain trust members have been trying for some time to get the laugh on us. Well, the farmers did not appreciate the fight we made for them on your secretary sufficiently to pay the attorneys employed, and have personally left us to foot the bill. Now, darn you, laugh.—James Butler in the Farmers Advocate.

The Wellington Mill & Elevator Co. has been incorporated at Wellington, Kan., with \$50,000 capital stock. The company will operate the elevators formerly owned by Carter & Moodie, and will build a flour mill. Officers: C. E. Hitchcock, president; H. F. Smith, vice-president; Ed Rothrock, secretary; Walter Moodie, treasurer.

The Home City Farmers' Elevator Co., which was organized by 60 farmers, has bought the elevator of J. W. Thomas on the Grand Island Railroad at Home City, Kan., and the latter is no longer in the grain business. As the farmers' company is not in the business for profit, but only to buy grain on 1 cent margin to pay expenses, it cannot be considered a legitimate enterprise.

W. W. Culver of Wichita, Kan., as manager of the Farmers Co-operative Grain & Live Stock Association, expects to handle the grain for many farmers thru his house. The farmers will ship their grain to Mr. Culver, who will grade, sort and mix for the markets, giving the farmers the profits, the same as if each shipped his own grain. This can hardly be considered regular.

J. A. Graham, agent Thorstenberg Grain Co., Ransom, Kan., Aug. 4: Wheat crop almost a failure on account of continued dry weather early in the season and an insect which worked in the wheat almost destroying that which would make a crop after the rains set in; estimated that not more than ten cars of wheat will be shipped from here, compared with over 300 shipped last year.

W. J. Stevens, former president of the Medford Mill & Elevator Co. of Medford, Okla., together with W. L. Scott, has formed the Stevens-Scott Grain Co. of Wichita, Kan., which operates eleven elevators in Kansas and Oklahoma with a handling house at El Reno. Mr. Stevens retains his interest in the Medford Mill, but has sold his interest in the Kiowa Mill & Elevator Co. of Kiowa, Kan.

M. G. Heald, Summerfield, Kan., Aug. 1: Wheat greatly damaged by too much rain and in no condition for market and threshing proof; six to twelve bushels per acre; oats being damaged by rains, but a good crop; good prospect for corn and millet; in fact early corn is practically past all danger of failure barring hail storms; late corn wants more rain, but early corn is all tassel and silked.

I have been invited to address the farmers congress of the United States which meets at Macon, Ga., in October, to explain to them the object and purpose of our association, the work we have accomplished and what we expect to accomplish. I have not yet completed the payment of the attorneys employed by me, who so ably and successfully assisted in prosecuting E. J. Smiley, secretary of the grain trust. If I have any spare change left after I succeed in settling this bill out of my own pocket I may decide to visit the farmers' congress. Secretary Smiley has appealed his case to the supreme court of the United States. There he expects to win. Not on the merits of the

case, but by the work of able, skilled attorneys in presenting his case. He also, no doubt, banks on the farmers doing nothing toward prosecuting the case. So far as we are concerned we have had enough. We will join our farmer friends in hoping we will get something for nothing in this case. We will await the decision of the supreme court of the United States and will expect Smiley to win his case by default, neglect and weak prosecution.—James Butler in the Farmers' Advocate.

KANSAS LETTER.

The Murphy Grain Co. of Kansas City is now represented in Kansas by Mr. H. O. Graves.

D. N. Thompson of Clay Center, Kan., returned to his home last Monday after a visit in the West.

Interesting local meetings of the grain men were held at Concordia and Atchison during the month of July.

The Belleville Elevator Co. has been formed at Belleville, Kan., by F. E. Train, G. M. Sanford and L. N. Tweedy.

H. Rages & Son, with headquarters at Winfield, Kansas, have disposed of their elevator property at Renfrow, O. T.

H. B. Dickerhoof has disposed of his elevator property at Norway, Kan., to the Greenleaf-Baker Grain Co., but expects to locate at some other point in the state in the near future.—N. M. P.

MICHIGAN.

Thos. Mitchell & Co. will succeed Thos Mitchell at Stanwood, Mich.

V. P. Cash is fitting his elevator at Riverdale, Mich., with new machinery.

N. O. Ward will build an elevator and install machinery at Stanwood, Mich.

A large elevator for the Manton Produce Co., is being erected at Cadillac, Mich.

The Rockafellow Grain Co. has put a new engine in its elevator at Middleton, Mich.

Jossman & Allen, Leonard, Mich., are placing in their elevator a No. 9 special Clipper Cleaner.

The Bickle Elevator Co., Sanilac Center, Mich., is adding two No. 9 Special Clipper Cleaners.

B. B. Sutphin Co., Allegan, Mich., is putting in a No. 7 Brush Clipper Cleaner for seeds and beans.

Alfred J. Brown Seed Co., Grand Rapids, Mich., is installing a No. 29 double blast Clipper Cleaner.

J. F. Cartwright & Co., Davison, Mich., are adding a large new Clipper Bean Cleaner to their equipment.

Ovid Elevator Co., Ovid, Mich., is putting in a new No. 9 traveling brush bean cleaner of the Clipper make.

Michigan Milling Co., Ann Arbor, Mich., is equipping its warehouse with a No. 9 roll and brush Clipper Cleaner.

Irwin Stiff has taken charge of the Wallace Elevator at Bad Axe, Mich., and is putting it in shape for the fall trade.

Hill & Wadsworth have closed their elevator at Avoca, Mich., while repairs are being made. Hopper bins will be put in.

W. A. Alban, Belleville, Mich., has added to his equipment a No. 9 roll and brush Clipper Cleaner for handling beans.

J. P. Wood & Co., Chelsea, Mich., are placing a No. 9 Special Clipper Cleaner with brushes and rolls for handling beans.

J. P. Burroughs & Son, Flint, Mich., have added a No. 9 roll and traveling brush Clipper Cleaner to their fine cleaning house for handling beans.

Rockafellow Grain Co., of Carson City, has recently contracted for three No. 9 Special Clipper Cleaners with rolls, trav-

eling brushes and dustless attachment with special air controller. These machines are to be used in the different elevators belonging to this company.

M. G. Ewer has resigned his position with McLane, Swift & Co. to engage in the brokerage business at Battle Creek, Mich., with offices at 208 Post building. As purchasing agent for the Battle Creek food companies Mr. Ewer will be in the market constantly for choice white and red Michigan and western wheat, hulled oats of the white variety, pure white Ohio River flint corn, and choice Michigan beans.

The Michigan Hay Dealers Association held its second annual meeting at Flint, Mich., July 30, with 60 present. The papers read by members met warm appreciation. The constitution was amended to combine the offices of secretary and treasurer. Officers of the ensuing year are: President—J. A. Heath, Lenox. First Vice President—Geo. C. Warren, Saginaw. Second Vice President—A. C. Walters, Charlotte. Secretary-Treasurer—M. Van Buskirk, Flint. Directors—W. H. Meacham, Bedford; Burdick Potter, Fenton; A. C. Switzer, Flint; Albert Todd, Owosso; Smith Young, Lansing.

Ross Bros' elevator at Beaverton, Mich., is well under way. When finished it will be 24x60 feet and 64 feet high, with a 16-foot cupola. The basement will contain bins for vegetables and the floor above will be occupied by a feed mill. Above this come the 12 grain bins, 10x12x20 feet, all surmounted by the cupola. An electric motor will drive the corn sheller, feed mill and elevator. Steel siding will be used for the plant, bringing the cost to about \$10,000. It is located on the P. M. Ry.

MINNEAPOLIS

The new building of the Minneapolis Chamber of Commerce is to be completed by Oct. 20.

T. Donahue has taken charge of the feed department of the Gee Grain Co., Minneapolis, as secretary of the company.

The Chambers-Mackay Co. has succeeded the Chambers-Farwell-Mackay Co., Minneapolis, Minn. The company handles screenings and feed.

Northrup, King & Co. of Minneapolis will equip their new seedhouse with a completed outfit of five No. 9 special brush and dustless Cleaners.

Instead of 600 elevators, as stated in the Journal for July 25, the members of the South Minnesota and South Dakota Grain Dealers Association operate nearly 900 elevators.

Inspectors in the employ of the Minnesota State Grain Inspection Department have been forbidden to visit the trading floor of the Minneapolis Chamber of Commerce.

Elevator T of the Spencer Grain Co., Minneapolis, Minn., is being equipped with a feed mixing plant, to be managed by J. E. Stover, formerly connected with the Brooks-Griffiths Co.

Four tile grain storage tanks will be elected at Minneapolis, Minn., for the St. Anthony & Dakota Elevator Co., by the Barnett & Record Co. The capacity of each tank will be 125,000 bushels.

Minneapolis grain dealers point out that as the grain business is done at Minneapolis the chief inspector's office should be in that city instead of St. Paul. The present location of the office is an inconvenience to the Minneapolis dealers.

L. A. Wood is accused by John Hill, Jr., with bucket-shop practices, and the directors of the Chicago Board of Trade

will hear the evidence. Mr. Wood is a member of the firm Edwards, Wood & Co., of St. Paul. Many out-of-town traders will testify.

The Concrete Elevator Co. has been incorporated at Minneapolis with \$200,000 capital stock, to operate the elevators of E. S. Woodworth & Co., including the 1,000,000-bushel concrete storage house now being erected. Incorporators: E. S. Woodworth, Benjamin H. Woodworth and George P. Harding.

The agitation for a revision of the grades of coarse grain has come to include the question of changing the contract delivery of wheat from No. 1 Northern to No. 2 Northern. The dealers in barley feel that the action of the Milwaukee Chamber of Commerce in establishing a new grade of contract barley should be followed, and would inure to the advantage of Minneapolis, which is growing as a barley market. The wheat men claim that the quantity of No. 1 Northern wheat is limited, the receipts of No. 2 being much greater, and affording a safer basis for trade in futures. At present mixers endeavor to work No. 2 into No. 1 to get more of the contract grade, but with the proposed change in the rule there would be less mixing. A sentiment is growing in favor of the change.

MINNESOTA.

L. Huntsinger will build an elevator at Oronoco, Minn.

Le Sueur Centre, Minn., has the promise of an elevator.

Fred. Young of Ottawa will work in the elevator at Cleveland, Minn.

Sage Bros. have moved their head offices from Avoca, Minn., to Currie.

An addition is being erected to the Great Western Elevator at Hitterdal, Minn.

L. L. May & Co. of St. Paul are putting in a No. 29 double-blast Clipper Cleaner.

The farmers of Zumbrota, Minn., are making arrangements to have their elevator moved.

The Springfield Milling Co. soon will begin the erection of an elevator at Milroy, Minn.

C. Doffing, Hampton, Minn., Aug. 1: New crops look fine; farmers are busy cutting now.

The Minneapolis & Northern Elevator at Evansville, Minn., recently destroyed by fire, will be rebuilt.

The Independent Elevator at Gaylord, Minn., owned by Rush & Wiest, was destroyed by fire recently.

The Minnesota Malting Co. has bought the elevator formerly owned by T. B. Sheldon & Co. at Rice, Minn.

F. J. Tradwell of Delphi, Minn., has taken charge of the elevator of the Pacific Elevator Co. at Fairfax, Minn.

The Farmers Elevator Co. of Pine Island, Minn., has decided to move its elevator to the Great Western railroad.

The Minneapolis & Northern Elevator Co. is making various repairs and improvements on the elevator at Sauk Centre, Minn.

The Crown Elevator Co. has placed new dump scales in its elevator at Blooming Prairie, Minn., and will make other improvements.

J. H. Lee of Fairfax, Minn., informs us that Welch & Co. have purchased the Peavey line of elevators from Minneapolis to Watertown, S. D.

A. R. Marfield, president of the Brooks-Griffiths Co., is in Europe. He left America June 26 and will return about the first of September.

Andrew Frederickson will take charge of the Merchants Elevator at Dodge Center, Minn. It will need some repairs before beginning to receive grain.

The Spencer Grain Co. has purchased an elevator at Blooming Prairie, Minn., and has given the contract of repairing it to the Younglove & Boggess Co.

Mr. Bennett of the Hyde Elevator Co., of La Crosse, visited Cleveland, Minn., recently and made partial arrangements for erecting a 30,000-bushel elevator.

Honstain, Bird & Co. are erecting an elevator at Trosky, Minn., for the D. Rothschild Grain Co. of Davenport, Ia., which will be equipped with an Improved Hall Distributor.

Owing to the failure of the Farmers Elevator Co. of Stewart, Minn., the elevator was offered for sale and purchased for about \$4,000 by T. Mahoney, who will continue the business.

Lars. Larson of the grain firm of Atwood & Larson of Duluth, Minn., died Aug. 1, from the effects of an operation for appendicitis. He was but 42 years old. He leaves a wife and four children.

The Monarch Elevator Co. has purchased a 6-h. p. engine of Fairbanks, Morse & Co., and will use it in their elevator at Frazee, Minn., instead of horse power. In order to do this an addition is being erected, part of which will be used for the engine room and the rest for an office.

F. W. Eva, chief deputy grain inspector at Duluth, Minn., has been promoted to chief grain inspector as the successor of L. D. Marshall, who has resigned to become manager of the National Elevator Co., Duluth. H. E. Emerson, for ten years in the employ of the department, has been appointed deputy at Duluth as the successor of Mr. Eva.

The state railroad and warehouse commission will ask the legislature next winter to enlarge the scope of the laws governing its powers to enable it to deal with discrimination by railroads between line elevators and independent elevators. The commission has satisfied itself that the railroads are systematically favoring the line elevators, and they want to stop it.—Herald, Duluth, Minn.

The Robinson Elevator Co. has been incorporated at Duluth, Minn., with \$50,000 capital stock, to buy, sell and clean wheat, flax and other grains; and has rented the Zenith Elevator in that city. Incorporators: Albert A. Robinson, C. S. Tremelling and C. S. Wilson. Mr. Robinson, who has had charge of an elevator at Cavalier, N. D., as a member of the firm of Robinson & Hoff Bros., recently left for Duluth, where he will superintend the business of the new company. New machinery will be needed in the elevator.

MISSOURI.

The Kansas City Grain & Seed Co. has added a No. 9 special Clipper Cleaner to the elevator equipment.

D. W. Pollock & Son, Powersville, Mo., are adding a special No. 7 brush Clipper Cleaner to their elevator equipment.

The Ewan Grain Co. and the Moffatt Commission Co. held the long and the short ends of a July squeeze in 500,000 bushels of wheat at Kansas City, Mo.

A. D. Franshaw, Ridgeway, Mo., has joined the Grain Dealers Union of Southwestern Iowa & Northwestern Missouri. He is the only regular dealer at that point.

The Fitzehill Orchard & Grain Co. has

been incorporated at Houston, Mo., with \$30,000 capital stock. Incorporators: Frederick W. Maller, Sam H. Dixon, W. Y. Gardis and others.

The building committee of the Kansas City Board of Trade is negotiating with the owner of a lot 142x142 feet, with a view to erecting a building from which bucket-shops may be excluded.

Connery & Co. have been organized to do a grain commission and shipping business in St. Louis, Mo. S. S. Carlisle, formerly with the Parrott-Baxter Grain Co., is now with the new firm.

Mr. Brown, who last winter purchased the old Dierks Elevator at Trenton, Mo., has been giving it a general overhauling and repairing and has installed new machinery. It was opened about Aug. 1, with F. M. Morrison as manager.

W. B. Harrison and C. H. Spencer of the St. Louis Merchants Exchange are having a controversy over a warehouse certificate which the former sought to tender the latter on a sale of 5,000 bushels, tho the receipt called for 4,999 bushels. Spencer refused to accept the certificate.

The Santa Fe, Missouri Pacific, Burlington and Rock Island have given notice that they will hereafter impose a reconsignment charge of \$2 a car on grain ordered from their tracks to connecting lines, or to elevators, mills and industries on connecting lines, at Kansas City, Mo. This is in addition to the regular switching charge. Even when the grain is to be shipped out over the line that brought it in, a transfer fee of \$2 a car is to be assessed for switching the car to an elevator on another road to be weighed officially. Each road wants to retain its grain and carry it through, thus getting the "long haul."

NEBRASKA.

W. Kamen, Jr., is a track buyer at Maybury, Neb.

Mr. Delaney has purchased an elevator at Dewese, Neb.

L. R. Bickley will enter the grain business at Benedict, Neb.

The Cook Mill & Elevator Co. of Cook, Neb., has been dissolved.

The Duff Grain Co. at Dunbar, Neb., is reshingling its elevator.

A. F. Sturm has roofed his elevator at Nehawka, Neb., with iron.

The Omaha Elevator Co. will soon open its house at Warnerville, Neb.

Frank Kerr is building a warehouse for wheat at Republican City, Neb.

P. M. Fowler will superintend the Missouri Pacific Elevator at Armour, Neb.

J. C. Gilmore will operate the elevator owned by Gilmore & Elliott at Smyrna, Neb.

The Wells-Hord Grain Co. will install an Improved Hall Distributor at Clarks, Neb.

Lou Spelts has resigned his position as manager of the elevator at Bellwood, Neb.

D. F. Barker and the Omaha Elevator Co. have opened their elevators at Sumner, Neb.

L. C. Hagerman, formerly located in Filley, has taken charge of an elevator at Liberty, Neb.

The Omaha Elevator Co. will place an Improved Hall Distributor in the elevator at Cozad, Neb.

The elevator at Dawson, Neb., formerly operated by the late Morgan McSwiney, has been sold.

The Omaha Elevator Co. has again opened its elevator at Ord, Neb., with Hall Barnes as manager.

Frank Spurck has nearly completed his elevator at Nelson, Neb., and is now putting in the machinery.

The T. B. Hord Co. at Belgrade, Neb., has received a 6-inch, 12-duct distributor to be placed in its elevator.

C. Schwein of Scribner, Neb., has gone to Arlington to take charge of the elevator for the Urdike Grain Co.

The Duff Grain Co. will hereafter use a gasoline engine instead of horse power in its elevator at Danbury, Neb.

The Urdike Grain Co. of Omaha, Neb., will place an Improved Hall Distributor in the elevator at River Sioux, Ia.

The Milligan Grain Association has been incorporated at Milligan, Neb., by John Stech, A. A. Hamous and others.

The Duff Grain Co. is making improvements on its property at Nebraska City, Neb., and has moved the scale house.

Bossemeyer Bros. intend to build an office in connection with their elevator at Superior, Neb., and put in wagon scales.

Henry Tietzort will act as manager for the Nye & Schneider Co. at Flickville, a small town not far from Hastings, Neb.

F. D. Anderson is now located at Wilcoxville, Neb., where he holds a position as manager for the Central Granaries Co.

The Central Granaries Co. has placed a new 4-h. p. Fairbanks-Morse Gasoline Engine in its elevator at Republican City, Neb.

Both elevators at Unadilla, Neb., got their boots full of water last month. They should be enjoined from wading beyond their depths.

H. L. Aden, Raymond, Neb., July 24: New wheat coming on the market in poor condition, owing to too much wet weather while in shock.

The Nye & Schneider Co. has transferred John Allen from Leigh to Beaver Crossing, Neb., and will employ a new manager at Leigh.

Wm. Rundburg has installed an 8-h. p. gasoline engine in his elevator at Campbell, Neb., and replaced his old elevator cups with larger ones.

The Wells-Hord Grain Co. and the Gibbon Elevator Co. are making repairs on their elevator at Overton, Neb., before the rush of fall business.

John Mullen, Jerry Bowen and Daniel Lyons have organized a company with \$25,000 capital stock to deal in grain and livestock at Wood River, Neb.

W. A. Vroman, as manager, has reopened the Omaha Elevator at Gothenburg, Neb., and is putting it in better condition to receive the new crop.

Guy Manning has been employed as manager of the elevator at Carroll, Neb., owned by the Anchor Grain Co., and formerly owned by Turner & Brenner.

Leo Pyle has been employed by C. B. Seldomridge as manager of a line of elevators in the western part of Nebraska. His headquarters will be at Holdrege.

The Tekamah Elevator Co. has completed its elevator at Tekamah, Neb., and is now ready to receive grain through J. S. Crue, manager for the company at Tekamah.

The Hampton Mill & Grain Co. has been incorporated at Hampton, Neb., with \$50,000 capital stock. Incorporators: Thomas B. Hord, George W. Smith and George P. Bissell.

James Hunter recently shipped the largest car of wheat ever sent out from Republican City, Neb. The car had a capacity of 80,000 pounds and contained over 1,300 bushels of wheat.

E. Veal & Son of Hartington, Neb., have gone to Carroll to take charge of

an elevator. Mrs. Veal and the other children will spend the summer in Ontario, Canada, visiting relatives.

The Crosby-Kopietz-Casey Co. has been incorporated at Omaha, Neb., with \$50,000 capital stock, to deal in grain and feedstuffs. Incorporators: W. E. Crosby, P. S. Casey, G. Horacek and J. H. Kopietz.

C. C. West has succeeded E. L. Winsor as manager for the Duff Grain Co. at Dunbar, Neb. Mr. Winsor, who has ably filled the place for fourteen years, was obliged to resign on account of poor health.

H. O. Schaaf, Milford, Neb., Aug. 5: Between showers farmers continue to thresh their grain, which is coming to market in very poor condition, much of wheat grading No. 4 and Rejected; but small per cent of grain stacked.

Our rustling millers, Andrews & Wadsworth, will buy and ship grain this fall. These two men are crowdors, and if they do start in, it will give Indianola a grain market that will make things hum.—Independent, Indianola, Neb.

Holland Bros. have completed their elevator at Bellwood, Neb., and are receiving grain. Among other machinery installed was a 7-h. p. gasoline engine, a 350-bushel hopper scale and a No. 94 Barnard & Leas Perfected Separator.

J. E. Hitt, agent for J. H. Gregg, Doniphan, Neb., July 29: Wheat yield about 25 to 40 bushels per acre, which is much better than last year; but on account of so much rain little has been fit for market; we, however, expect a heavy shipment from here this year.

William Otto has installed a 500-bushel Fairbanks Hopper Scale and a Barnard & Leas Separator in his elevator at Charleston, Neb., besides giving it a new coat of paint and making other minor improvements. He has built a new coal house of four cars capacity.

Murray Shields, engineer of the Duff Elevator at Gretna, Neb., fell between the belt and wheel of the engine, July 29, and his life was nearly crushed out. He never regained consciousness and died in a very short time. He was about 45 years old and leaves a wife and five small children.

H. L. Aden, formerly of Rising City, Neb., and R. K. Johnson of Valparaiso, owning a 20,000-bushel house at Raymond, recently exchanged property; Mr. Aden now being at Raymond and Mr. Johnson owning the house at Rising City, which is located away from the track and will be used only as a storage elevator.

Fire, thought by some to have been of incendiary origin, destroyed the elevator operated by the Nebraska Grain & Live Stock Co. at Bloomfield, Neb., on the morning of July 30. Loss on elevator and contents, \$6,000; insurance, \$3,500. A car of shelled corn and one of lumber, valued at about \$400, standing on the track also were destroyed.

A meeting of grain dealers was held July 21 at the Oxnard hotel, Norfolk, Neb. Among those present were Emil Schiller of Verdigris, A. H. Bewsher of Omaha, S. J. Brown of Omaha, Wm. Krotter of Stuart, J. R. Morris of Fremont, C. C. Crowell of Blair, C. S. Schin-stock of West Point, D. Upton of Pierce, Henry Torpin of Oakdale and Geo. Krumm of Tilden.

The Jacques Elevator Co. has been making improvements on its elevator at St. Paul, Neb. A stone foundation has been laid under the building, new siding put on, and the framework strengthened. The old frame office building has been replaced

by one of brick and between this and the elevator, a room has been erected for a 7-h. p. gasoline engine which replaces the horse power formerly used. J. L. Johnson is local manager.

Spelts & Schaaf have torn down their old steam elevator at Milford, Neb., erected in 1883 by Joseph Spelts, and are replacing it with a 35,000-bushel house with all modern conveniences. It will be equipped with cleaners, a 60,000-pound hopper scale and 8-h. p. gasoline engine and will have an unloading sink near the track. Spelts & Schaaf will remodel their house at Ruby also, and replace the horse power with a gasoline engine.

E. C. Jones, president of the Jones Grain Co., died at his home in Nebraska City, Neb., July 25. He had been ill for some time and as he grew worse, a consultation of doctors was held and an operation decided upon and performed, the disease being thought to be appendicitis. He was 33 years of age and beside the office before mentioned, he was first vice-president of the Nebraska Grain Dealers Association, and in charge of the office of the Great Western Cereal Co. at Nebraska City. He leaves a widow.

NEBRASKA LETTER.

W. H. Ferguson at Hastings, Neb., has bought H. Gund & Co.'s elevator at Wilber.

C. V. Fisher, formerly representing Forrester Bros., in Omaha has opened an office there, representing the Fisher Grain Co., whose headquarters are at St. Louis.

Christenson & Cox have bought the elevator at Hampton, formerly operated by J. M. Cox, J. M. Cox, in turn, buying the house at that point owned by E. D. Foster.

It is rumored that it is the early intention of the Omaha Elevator Co. to move their offices from 13th & Jackson St., Omaha, to the Bee building. This building is acquiring quite a colony of cash grain men.

Mr. Simanek of the firm of Fisher & Simanek of Prague, is reported as having purchased his partner's interest in the business, and will hereafter conduct it in his own name.

The Tri-State Elevator Co., and the firm of Turner & Brenner, both with headquarters at Minneapolis, but operating elevators in Nebraska, have consolidated and will hereafter do business under the name of the Anchor Grain Co.

J. S. Ewart Grain Co., operating 8 elevators, with headquarters at Beatrice, Neb.; Z. Boughn of Randolph; Hinds & Lint, Stella, and the Kearney Flour Mills & Elevator of Kearney, have recently joined the Nebraska Grain Dealers Association.

H. G. Conant, who formerly represented McReynolds & Co., at Omaha, but who withdrew to embark in business for himself, has again taken charge of the McReynolds account at Omaha, having succeeded E. E. Clancy, who was moved by that firm to their Kansas City office.

The Union Pacific elevator at Omaha, which has been in existence almost as long as grain has been raised in Nebraska, is being torn down. This elevator was formerly operated by Heinbaugh & Merriam, and later by the Omaha Elevator Co. Its nearness to the Union depot, erected by the Union Pacific, made the blowing of chaff and dust in that direction quite a nuisance. A year or two ago a modern 1½ million bushel house was built on the Council Bluffs side of the river to take its place.—E. C.

NEW ENGLAND.

The grain store of Joseph Mullin at Lowell, Mass., was damaged to the amount of \$3,000 by a fire on the morning of July 31.

The Taco Milling Co. of New Brunswick, N. J., will erect a branch factory at New Britain, Conn., for manufacturing cereals from rice, corn and wheat.

A fire in the storehouse of Henry L. Fitts, grain dealer at Darlington, R. I., near Pawtucket, caused a loss of about \$4,000, partly covered by insurance. The warehouse was filled with baled hay and contained about 200 tons.

NEW JERSEY.

Two cars of grain were burned July 28 in a wreck on the West Shore Railroad at Harrington Park, N. J.

NEW YORK.

Geo. C. Torbert, Farmer, N. Y., has added another Clipper Bean Cleaner to his outfit.

C. H. Coward & Co., So. Byron, N. Y., will put in a No. 9 roll and brush Clipper Bean Cleaner.

Frank P. Jobes of Honeoye Falls, N. Y., has put in a No. 27 Special Brush Cleaner for handling beans.

J. B. Malcolm & Co., Marion, N. Y., have added a special roll and brush Clipper Cleaner for handling beans.

Rowe & Kennedy, Canaseraga, N. Y., are adding to their equipment a No. 9 roll and brush Clipper Cleaner.

The floating Free Trade Elevator at Buffalo, N. Y., which was being demolished, was burned July 17, causing \$500 loss.

Buffalo grain inspectors recently rejected 60,000 bushels of bin burned and damaged wheat in a cargo from Duluth, Minn.

Belden & Company of Geneseo, N. Y., have placed five Clipper Cleaners with rolls and brushes in their different cleaning plants for handling beans.

William H. Curley & Co. have been incorporated at New York City with \$10,000 capital stock, to conduct a hay and grain business. Directors: W. H. Curley, Annie T. Curley and H. G. Fry.

The Great Northern Elevator, one of the largest at Buffalo, has withdrawn from the Western Elevating Association. The ½ cent rebate paid by the railroads between Buffalo and New York to the elevators in the pool is becoming a bone of contention. The rebate on the grain handled by the seceding elevators goes to their opponents who remain in the pool. This situation is not pleasant to those who have withdrawn, and who claim it is an unlawful discrimination. On Aug. 7 all the seceders went back into the pool, which is said to be as strong as ever, tho lacking the Great Northern.

BUFFALO LETTER.

Flour receipts seem likely to save the day in the lake trade. With grain very short the flour record is fully up to former seasons.

All the leading maltsters of the city are off to the Chicago convention this week. This is a strong malting center and promises to be still stronger in the near future.

W. B. Gallagher and his friends are in mourning over the sad taking off of Hannes, an humble, but, at the same time, a very dignified member of the family, whose demise occurred because the other dog was the bigger.

The new mill of the Buffalo Cereal Company is completed and is getting into running order. The construction has taken some months longer than was expected, but the mill is well equipped and is said to be backed by ample funds.

H. G. Anderson, one of the most active grain dealers on 'Change, is president of the Scotchmen's society and is making a great effort to secure the attendance of a large number of his countrymen from all parts of the country, at the annual games at Fort Erie.

The new crop of wheat is now coming in from the west in fairly good quantity and it helps the amount of business here materially, but there might be a better showing as to quality. Oats and barley have suffered from the weather more than wheat and are in very discouraging condition.

The monthly report of Chief Grain Inspector Shanahan of the Merchants' Exchange shows a great falling off in business since June. The total inspection on track was 749 cars and out of store, 1,152 cars. The amount in June was 1,333 cars on track and 1,459 out of store. The falling off did not include wheat which showed 586 cars, as against 578 in June. Other grains were only about half the former amount.

While the weather has improved somewhat over that of last month, it is still far from good and the loss will be heavy as a whole. Western New York still complains of actual floods that leave grain fields standing in water and sometimes carries the crop off entirely. The corn is struggling well with the rain and where it is on land not in the way of standing water it promises to mature. Lowland corn stands small chance of coming to anything.

The special grain wire that has been in operation on 'Change since the opening of the option-trading scheme in May, has been suspended and is not likely to be used again. It was found that it was but a very trifle faster than the ticker and the heavy cost was not warranted. Besides it looks very much as though the option-trading idea was not taking much root here, in spite of the determined effort to introduce it. Buffalo has always refused to trade regularly in grain except for actual delivery, and it may continue as it began.

The fight between the grain elevators has assumed a very sanguinary phase and threatens to continue through the season. There are not only two distinct pools, but the Great Northern, not finding that the old pool had given it as large a percentage as it thought it was entitled to, dropped out of the arrangement and even took its accounting out of the office, which even the Erie company did not do when it remained out of the pool for awhile. The Erie is now back again and there is a possibility of the others coming back, but it does not look like it now. As there is very little grain to handle, there is not much real fighting possible. It is too bad that such things should be, for they are more than anything else indications that the pool is a matter of history and that grain handling in Buffalo harbor is soon to be absorbed by the freight.—J. C.

NORTH AND SOUTH DAKOTA

W. C. Schaffer will build a new elevator at Oberon, N. D.

The Monarch Elevator at White Rock, S. D., has been reroofed.

The elevators at Devils Lake, N. D., are being moved to better locations.

Frank Bushnell will act as buyer for an elevator firm at Corson, S. D.

Wm. Welsh will erect an elevator of 120,000 bushels capacity at Kensal, N. D.

Mayor Roach will erect at Minot, N. D., an elevator of 50,000 bushels capacity.

Peter Wild is contemplating the erection of a 40,000-bushel house at Milton, N. D.

J. A. Mead, as manager, will make repairs on the Lower Elevator at Fessenden, N. D.

Jessen & Lange are converting their wheat warehouse at Northville, S. D., into an elevator.

Sorenson & Sons intend to erect an elevator of 30,000 bushels capacity at Tower City, N. D.

Mark Van Ordel will soon resume his position as manager for the Heiser Elevator Co. at Elmore, N. D.

Dan Salmon, agent McCaull-Webster Co., Waverly, S. D., Aug. 6: Trade fair, but crops not as good as expected.

The Pacific Elevator Co. has enlarged its warehouse at Waverly, S. D., into an elevator and is equipping it with modern machinery.

It is a matter of uncertainty whether the North Dakota Mill & Grain Co. will rebuild its elevator recently burned at Courtenay, N. D.

O. M. Ellison has changed his residence from Union to Grand Forks, N. D., but is still acting as agent for the Imperial Elevator Co.

Huntington & Co. of Hudson, S. D., will replace their old elevator with a new building, which will be equipped with a 5-h. p. gasoline engine.

The Hawkeye, the Victoria and the Spencer Grain Companies will build elevators along the Milwaukee extension from Eureka to Linton, S. D.

Geo. O'Neal has resigned his position with Andrews & Gage and has left Lake Park, Minn., where he had charge of their elevator, for Buxton, N. D.

E. E. Arpin, of Clark, S. D., will succeed his brother-in-law, A. A. Robinson, as manager of the elevator of Robinson & Hoff Bros., at Cavalier, N. D.

I. W. Cooper, a prosperous farmer living near Bonilla, S. D., has purchased an elevator at Bonilla, and after some repairs, he will be ready to handle grain.

The Farmers Elevator Co. has been incorporated at Mount Vernon, S. D., with \$5,000 capital stock. Incorporators: C. H. Grimm, Edward Brennan, William Field and others.

Owing to the prospect for large crops in the vicinity of Flandreau, S. D., the S. Y. Hyde Elevator Co. will enlarge its elevator at Flandreau to a capacity of 50,000 bushels.

The attorney-general of South Dakota has given the state railroad and warehouse commission an opinion that the proprietors of grain warehouses must obtain a renewal of their licenses each year by filing new bonds.

La Moure Co., N. D., has taken up the last of its seed grain bonds. Many grain dealers who loaned seed to farmers in that trying time would be pleased to be repaid for their outlay, which in the aggregate is considerable.

Geo. H. Shabard of Bridgewater, S. D., shipped the first car of new barley, July 28, to the Milwaukee market. The car was received by the Mohr-Holstein Commission Co., and the price realized thereon was 55 cents per bushel.

William I. Thompson, grain buyer at Sioux City, Ia., for the E. A. Conway Coal Co., has purchased the interest of Mr. Coffin in the firm of Coffin & Lar-

kin of Madison, S. D., and business will be continued under the name of Larkin & Thompson. The firm operates a mill at Madison and owns elevators at Baltic, Coleman, Bryant, Lilly, Waubay and Madison. Mr. Thompson will continue his connection with the Conway Coal Co. for a time.

OHIO.

R. G. Frederick of Harrison, O., will install new machinery in his elevator.

A. A. Mowrey, Wooster, O.: I do not wish to miss a number of the Grain Dealers Journal.

J. Chas. McCullough of Cincinnati, O., will install another large special Clipper Cleaner in his seedhouse.

John Geron and E. T. Woodcock of Urbana, O., are erecting a large elevator near Bowlsville, on the Big Four route.

S. W. Flower & Co. of Toledo, O., are putting in a duplicate of the No. 9 brush and dustless Clipper Cleaner installed two years ago.

Read the denouncement of the American Farmer Co. as a rank swindle by Attorney-General Sheets in another column of the number.

The old Otis Elevator at Cleveland, O., is being partially taken down to the level of the adjoining warehouse, when it will be roofed over.

E. J. Pugh of Mark Centre, O., has recently completed an addition to his grain elevator which gives it a capacity of 25,000 bushels.

Sixty-eight cars of oats recently were shipped from Akron, O., to Chicago, by the American Cereal Co., to take advantage of the high prices.

Sneath & Cunningham are demolishing the old elevator at Tiffin, O., and will replace it with an elevator of larger capacity with better facilities.

Case Bros., of Greenfield, O., have placed their order with the B. S. Constant Co. of Bloomington, Ill., for one double shoe No. 6 Combined Cleaner.

Hosler & Bergen shipped their first carload of grain from their new elevator on the L. E. & W., at Findlay, O., on July 25, to the Harter Mill at Fostoria.

F. A. Brooks, grain dealer at Yellow Springs, O., was stricken with paralysis on the morning of July 26 and lived only a short time. He leaves a wife and a daughter.

H. M. Crites has purchased an interest in the business of C. E. Newton at Circleville, O., and together they have leased the mill and elevator of A. C. Bell and will deal in grain and meal.

Mr. and Mrs. H. S. Grimes of Portsmouth, O., departed last week for a month's visit at Magdalena, New Mexico. Altho Mr. Grimes had been ill, he was much improved before starting west.

A total loss of \$20,000, with \$12,000 insurance was caused by fire at Creston, Wayne county, O., July 27. A grain elevator and warehouse and two other buildings owned by George Hay were among those destroyed.

H. G. Pollock, Middle Point, O.: I could not get along without the Grain Dealers Journal. I appreciate good grain papers—the better posted we are, the better business we can do, and the better business we can do, the more money we can make.

A correspondent, Wayne county, O., July 28: Wheat making large yields, quality good; production in country above average; excellent prospects for oats, quality good; all we want now is good weather to secure it; splendid prospect for large crop of corn.

J. F. Bales, who for six years has operated the Jackson Elevator at Circleville, O., has purchased a half interest in the Ashbrook Elevator, which has recently been rebuilt and modernized. Business is now conducted under the name of Ashbrook & Bales.

About midnight on the night of July 30 fire was discovered in the cupola of the elevator at Middle Point, O., owned by Kohn & McGinnis. It was too late to save the elevator or any of its contents except the books and papers. Insurance on building and contents, \$7,000.

Smith Bros. are building a 12,000-bushel elevator near Bellevue, O., on the Nickel Plate road, which will be equipped with modern machinery, including a 20-h. p. gasoline engine. Later on the brothers will build a hay and straw warehouse in connection with the elevator.

The Northwestern Ohio & Indiana Grain Dealers Association held a good meeting at Van Wert, O., July 24. These meetings are held every week. That on the July 31 was at Delphos, O., and the next one will be at Fort Wayne, Ind., Aug. 14. Dealers attending these meetings find them a mutual benefit in promoting good fellowship.

The fire which destroyed the elevator at Pemberville, O., July 16, did not cause as much loss as at first reported. The total loss amounted to \$3,500, with \$2,000 insurance. The elevator, which was of frame construction, was located on the Hocking Valley R. R., and contained about 2,000 bushels of wheat. Hobart, Bowls & Co. intend to rebuild at once and may erect a steel tank plant.

All grain and seed into Toledo market is required to be inspected and weighed, and shippers are entitled to receive official certificates of such inspection and weighing. The grain certificates of inspection and weights are signed by E. H. Culver, chief inspector and weigher, and the seed weights and grades by D. Wallace, inspector and weigher of seeds. Certificates for grain or seed below the contract grade will state reasons for misgrading.

F. F. Collins, of Collins Bros., Cincinnati, O., says: We do not have to go far to learn what has caused the decrease in the grain trade of Cincinnati. Before the formation of the whisky trust we had 13 distilleries which were supplied from this market. Now we have three. Ten of them are out of the play. We had two starch factories before the trust got in its work, now we have a part of one, and it is likely to go out of the business. In the day of horse cars we sold an average of 25 cars of hay a day and 40 cars of corn per month to that company. The introduction of electricity closed out that business, and we bought more coal to furnish the energy which the patient mule and industrious horse had supplied. Forty thousand bushels of corn and 250 tons of hay disappeared from this market on account of electricity each month. During the past year the hay trade has been good, but that was due to short crops in other parts of our territory. We still supply the South with a large part of its hay and corn. But our market is circumscribed in every other direction, and always will be, owing to natural conditions.

In the crop report for Aug. 1 the Ohio Department of Agriculture states that the weather conditions have been favorable to crop development, but not favorable to the gathering of the small grain crops. The excessive rainfall in July injured considerable wheat that was standing out,

and did damage to oats and barley. Much grain and grass was very late in being cut, as machines could not get into the fields. As a consequence of the heavy rainfall the grain and grass crops became over-ripe before cutting, or were injured after cutting, and the quality is thus affected. Timothy made some improvement after the rains, but much of it is injured in quality by the over-abundance of weeds. Considerable wheat is sprouting in the shock. Threshing has progressed slowly. Reports are quite numerous that the product, in bushels, per acre, is quite generally showing better than was anticipated. The oats harvest was very late, a great deal not cut the last of July. The crop was quite heavy but a great deal lodged by wind and rain, and some has been lost from this cause. In many localities the chinch bugs started in on corn after working in the small grain fields, and for a while great destruction was feared. Some corn fields were badly cut, but the growth was so rapid and strong during July that the bugs were in a measure forgotten. The crop has made wonderful progress and promises a yield above the average in bushels per acre. Exceptions in the washed-out districts. Much clover has rotted in the fields after being cut and is practically worthless for hay. Pastures are in excellent condition. The condition of wheat is 84 per cent, of oats 95 per cent, timothy hay 76, and the quality of clover hay is 76 per cent, the average date of the rye harvest July 4 and of the barley harvest July 5.

PACIFIC COAST.

The Vollmer-Clearwater Grain Co. is erecting an addition to its warehouse at Magnolia, Idaho.

Seed oats are being shipped from Washington by the British government for the Boer farms.

A 100-foot annex will be erected in connection with the Hunter Warehouse at Kendrick, Idaho.

The Pacific Coast Elevator Co. will rebuild its elevator which was recently burned at Moscow, Idaho.

Several grain warehouses were unroofed by a severe wind storm which recently visited Pomeroy, Wash.

The Kerr-Gifford Grain Co. is preparing to open a branch office at Colfax, Wash., with Harry Slafer in charge.

W. H. Downing and other farmers in the vicinity of Salem, Ore., are forming a stock company to ship their own grain, amounting to 100,000 bushels of wheat.

Stern & Goodman have been placing a new foundation under their warehouses at Fullerton, Cal., preparatory to receiving the fall crops. The firm contemplate erecting another large warehouse soon.

Two grain companies will establish offices at Walla Walla, Wash.—the Tacoma Grain Co., with Archie Balderstone as manager, and the Seattle Grain Co. Both companies intend to locate at Pendleton also.

H. M. Bangle is building a large block at Redlands, Cal., the first floor of which will be used for a hay and grain business. A warehouse to be used in connection with the main business also will be built.

U. G. Dixon has taken charge of the grain house recently purchased by the Kerr-Gifford Co. of C. E. Hibbs at Genesee, Idaho. Mr. Hibbs has been employed by the company to superintend the house at Sweetwater on the Lapwai-Culdesac branch.

The board of directors of the San Francisco Merchants' Exchange has organized, with George W. McNear as president, William Babcock, vice president; Leon Sloss, treasurer, and T. C. Friedlander, secretary. Jeremiah Daily has been reappointed manager of the Marine Department; Henry Wengenheim, cashier, and Louis Stellar, inspector of the Grain Department.

Four large warehouses will be completed at Turner, Ore., before the wheat and barley begin to come in. They will be owned by the Portland Flouring Mill Co., the Northwestern Warehouse Co., Kerr, Gifford & Co. and the Interior Warehouse Co. The house of the last named will be 300x60 feet and the others will be 150x50 feet. All four companies have houses of the same size at Whetstone.

The Grangers Warehouse & Dock Co. has been incorporated at San Francisco, Cal., with \$200,000 capital stock, by men connected with the California Ballasting & Stevedoring Co., in which Geo. W. McNear and other grain dealers are interested. The new corporation has purchased the docks at Port Costa of the Grangers Business Association, together with its warehouse, commission business and interior agencies, and is shaping matters so that independent shippers at San Francisco will be unable to compete. More is paid by the combination in the interior than at the docks for wheat.

In his recent annual report President G. W. McNear of the San Francisco Merchants' Exchange, said: The present membership is 474. Each one having paid a membership fee of \$500, we have received from this source \$237,000. To enable us to purchase the property of the old Merchants' Exchange, a few public-spirited capitalists and banks generously advanced \$110,000 without interest to January 1, 1903. This we expect to repay out of the receipts from new members. We have returned to them \$27,500, leaving our indebtedness on this score \$82,500. The money thus secured enabled us to buy the entire property, real and personal, of the old Merchants' Exchange, consisting of the lot of California street, 123½ feet by 137½ feet on Leidesdorff street; the property at Point Lobos, where their marine station is located, their telephone lines, their maritime records, and other properties usual to a well equipped maritime exchange, for the total sum of \$300,000.

PENNSYLVANIA.

Rumor has it that a large grain elevator is to be erected at Pittsburg, Pa.

A terminal warehouse company is being formed at Pittsburg, Pa., to include practically all the dealers in hay and straw, with a view to erecting a large warehouse in which to store hay as received over the railroads. The railroads do not provide the storage necessary; and cars have had to be held on track, incurring a demurrage of \$1 per day, a burden that the trade can not stand.

SOUTHEAST.

G. P. Rose & Co. are erecting a large grain elevator and warehouse at Nashville, Tenn.

R. O. Gathbright is arranging to rebuild his elevator at Louisville, Ky., which was burned recently.

Frank Green, a member of the firm of Green & Wood, grain dealers at Sterling, Ky., died a short time ago.

Lightning struck the water tank on

the roof of Elevator No. 3 at Baltimore, Md., during a storm on the night of July 29; but little damage resulted.

J. T. Burton has purchased Mr. Braun's interest in the firm of J. T. Burton & Co., dealers in grain and feed at Fulton, Ky., and will continue the business alone.

The Carolina Grain & Provision Co. has been incorporated with \$1,500 at Greenville, S. C. Incorporators: L. L. Jennings, John M. Dickson and J. B. Jennings.

Estes & Brown, wholesale merchants in grain and feed at Montgomery, Ala., have filed a petition of bankruptcy. Liabilities of the company, \$11,371.94; of Joseph Estes, member of the firm, \$809; total assets of company, \$6,425.

The Henderson Elevator Co. will rebuild its elevator which was burned a short time ago at Henderson, Ky. The new plant will be larger and more complete than the old one and Mr. Bullitt of the company is trying to arrange to have the machinery operated by the city electric light plant.

The W. W. Scarborough & Henderson Co. has been incorporated with \$25,000 capital stock at Knoxville, Tenn., to succeed the H. T. Hackney Co. and W. W. Scarborough & Co., and deal in grain, feedstuffs, vegetables, fruits and field seeds. Incorporators: W. W. Scarborough, C. W. Henderson, J. L. Karnes and others.

The oats committee of the Baltimore Chamber of Commerce reorganized recently by re-electing Emory Kirwan chairman and L. J. Lederer vice chairman. Thomas C. Craft was appointed a member of the committee, vice Frank Frick, Jr., resigned. The rye committee organized by re-electing Joseph Tate chairman and Charles E. Parr vice-chairman.

SOUTHWEST.

The Gueydan Rice Mill of Gueydan, La., is building a warehouse 300 feet square.

The James Fall Elevator Co., Fairland, I. T., July 26: Oats and wheat damaged by recent heavy rains.

J. S. Colby of Coffeyville, Kan., has been appointed one of the four grain inspectors of the Maritime Exchange at New Orleans, La.

Morris & Boaz have entered the grain business at Apache, Okla., and will build an elevator. Mr. Morris is in charge and has commenced buying hay.

The Timnath Farmers' Mercantile Co. is rushing the building of its elevator at Timnath, Colo., and will soon be in the market for all kinds of produce.

I. K. Underwood has purchased of W. H. Coyle his mill at Guthrie, Okla., and Mr. Coyle will devote his time to ten elevators which he owns in Oklahoma.

A. M. Edwards, as manager of the Medford Mill & Elevator Co. of Medford, Okla., is making some improvements. An elevator of 50,000 bushels capacity will be built for storing wheat.

W. Lyle Richeson, one of the most efficient inspectors at the port of New Orleans, has been promoted by the directors of the New Orleans Board of Trade, to the position of assistant chief inspector. Mr. Richeson for the past three years has been stationed at Westwego.

Cotton crop conditions in percentages July 25 were reported Aug. 4 by John Hyde, statistician of the Department of Agriculture, as 95 in Indian Territory, 94 in Oklahoma, 92 in Arkansas and Tennessee, 88 in South and 86 in North

Carolina, 84 in Florida, 83 in Georgia, 81 in Louisiana, 80 in Mississippi and 77 in Alabama and Texas.

Elevator A at Kingfisher, Okla., owned and operated by J. E. Farrington, was completely destroyed by fire on the night of July 28. Fire evidently started in the lower part of the building, which was of wood, and crept up the shaft. Loss on building and machinery, \$6,000; on from 2,500 to 3,000 bushels of wheat, \$1,700; on ground feed, oats and sacks, \$400, making a total of \$8,100. Insurance, on buildings, \$1,950; machinery, \$1,150; grain, \$2,000; making a total of \$5,000.

TEXAS.

Join the state association and help advance common business interests.

The Hondo Grain & Feed Co. has nearly completed its warehouse at Hondo, Texas.

The Jacksboro Mill & Elevator Co. of Jacksboro, Texas, has increased its capital stock from \$20,000 to \$25,000.

Do not forget that Texas needs a bureau for collecting, compiling and disseminating information and statistics regarding growing grains and crops.

M. M. Early & Co. of Waco, and G. A. Jackson & Co., of Henrietta have recently been admitted to membership in the Texas Grain Dealers Association.

The Honey Grove Lumber & Grain Co. has been incorporated at Honey Grove, Tex., with \$20,000 capital stock. Incorporators: J. T. Holt, D. E. Taylor, W. C. Scott and others.

New members recently admitted to the Texas Grain Dealers Association are M. M. Early & Co., of Waco; G. A. Jackson & Co., of Henrietta, and the North Texas Elevator, Mill & Grain Co., of Van Alstyne.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports that between Sept. 1, 1901, and Aug. 1, 1902, the exports of wheat amounted to 5,547,465 bushels; compared with 12,923,017 bushels exported during the corresponding months of 1900-1.

The Congress of Texas farmers at College Station recently was attended by H. B. Dorsey, secretary of the Texas Grain Dealers Association, who secured the indorsement of the grain dealers' movement for the collection of crop statistics by the commissioner of agriculture.

Recently when the Texas drought was broken the credit was claimed both by those who prayed for rain and those who shot for rain. Now that they are having so much rain that things are being washed away neither side has manifested a willingness to shoulder the blame.

C. D. Kemp, dealer in grain, stock and merchandise at Van Vleck, Tex., has just been admitted to membership in the Texas Grain Dealers Association, and being "anxious to become well posted on all matters pertaining to all grain interests" has subscribed for the Grain Dealers Journal. Others should do likewise.

Rice millers of Beaumont, Houston and other Texas cities at a meeting at Houston recently, instead of forming a separate organization, decided to affiliate with the Louisiana & Texas Rice Millers Association, the object of which is to establish and maintain a uniform rate of brokerage, uniformity in terms of sale and weights of packages, and to look after the rice milling interests in general.

H. B. Dorsey, secretary of the Texas Grain Dealers Association, has secured a reduction of the minimum weight on oats

to the Mississippi River crossings. The roads have reduced the minimum from 40,000 pounds to 32,000 pounds or one thousand bushels, which is now the minimum on oats to the river crossings en route to the southeastern territory. This is another evidence of the good that can be accomplished by organized effort. Some members have made shipments to the southeast on the old minimum, not knowing the minimum had been increased, and had suffered considerable loss on that account. Mr. Dorsey is doing all he can with the railroads to get them to protect the present minimum of 32,000 pounds on all shipments made this season, and believes that if each member who has sustained such a loss will take this matter up directly with the G. F. A. of the road making the shipment there will be some show of getting the matter adjusted satisfactorily.

TEXAS LETTER.

The flour mill of the Moody Mill & Elevator Co. at Moody, Tex., is ready for the machinery and is expected to be running some time in August.

The T. H. Thompson Co.'s new mill and elevator at Houston, Texas, is nearing completion. The mill will be four stories and the elevator five stories, and when completed will cost in the neighborhood of \$275,000.

Reports received in Dallas state that the rice crop is beginning to mature in Southern Louisiana and the harvest has commenced. This is some earlier than in other years. The harvesting will be general in the course of the next two or three weeks.

A movement is on foot at St. Jo, Denton and Dallas to get the M. K. & T. to build a line from Denton to St. Jo, Texas. This would give Dallas a direct route to the wheat growing belt in the Panhandle of Texas and would materially lessen the distance.

One of the roads running from Kansas to Texas has removed the differential and the Texas Millers Association has made an appeal to the Texas State Railroad Commission to remove the Texas differential, which is $2\frac{1}{2}$ cents on flour. They ask the Texas Commission to make this an emergency so that it will go into effect at once, and it is thought highly probable that the Commission will promulgate such an order at an early date.

The brokers of Houston who are members of the Houston Oil and Stock Exchange have in contemplation the handling of rice through that medium. It is desired by the Exchange to get the planters, millers and others interested in the movement in time to handle the coming crop. In their statement to the public they pointed out the fact that the rice industry has grown to such proportions in Texas and Louisiana that such a body is an absolute necessity in order that the planter may be able to keep informed as to the trend of the market, which will enable him to sell at the best advantage.

The recent rains have insured a second crop of hay in practically all parts of Texas and have in addition made a good stand of kaffir corn, June corn and milo-maize. While in numerous sections of Texas there have been floods the damage to the growing crops has been comparatively small and where there is one acre that is damaged by the rains and floods there have been thousands of acres that have been greatly benefited. The shortage in the grain crops in Texas has caused feed to hold up in price and the demand is very active. The mills

are doing extensive buying of wheat in the country north in Oklahoma.

The executive committee of the Texas millers met in Dallas on the morning of July 22 to consider the differential between flour and grain from Kansas points to Texas and the application of the mayor and city council of the city of Wichita, Kan., for injunction to force the railroads to remove the 5-cent differential to Texas points. This of course was to the Kansas millers a great advantage over the Texas millers. The matter was discussed at length and a committee consisting of the following gentlemen were appointed to go before the Interstate Commerce Commission and fight the injunction asked for by Wichita: Frank Kell of Wichita Falls, Tex.; Mr. Remkiff, Galveston; F. A. McClelland, Ft. Worth; Mr. Chapman, Ft. Worth, Tex.—J. S. W.

WISCONSIN.

Option trading is very dull at Milwaukee.

John Orth & Co. will build a \$10,000 brick elevator and warehouse at Milwaukee, Wis.

Teweles & Brandeis, Sturgeon Bay, Wis., are putting in a No. 7 Clipper Cleaner for handling seeds.

R. L. O'Brien has been employed as manager of the elevator for the Milwaukee Elevator Co. at Oconomowoc, Wis.

The Bloomer Warehouse Co. has bought of Rassmus & Christianson the elevators and warehouses located at Bloomer, Wis.

The Milwaukee Chamber of Commerce on Aug. 6 voted to make the Rialto Elevator a regular house. It is owned by Nye, Jenks & Co.

Alphonse Pierre, who operates elevators at Oconto and Abrams, Wis., has recently rented another at Lena, of J. N. Bassett and placed his brother Henry Pierre in charge.

Milwaukee's last bucket-shop, the Wisconsin Stock & Grain Co., closed its doors, July 28, leaving only a few victims. The president of the concern has twice been arrested for obtaining money under false pretenses.

Bernhard Stern has awarded the contract to the Barnett & Record Co. for the erection of a 200,000-bushel storage elevator to be built of tile and used in connection with his mill at Milwaukee, Wis.

The Kassuba Commission Co. and the C. C. Rogers Co., of Milwaukee Chamber of Commerce, failed to make delivery on sales of July wheat, and the matter has been brot before the arbitration committee on claims for \$12,000.

The Wisconsin Malt & Grain Co., which recently purchased the line of elevators of the M. B. M. Peacock estate, is enlarging its plant at Appleton, Wis., one-fourth, by the erection of a stone, brick and steel building to inclose additional malt kilns.

The Reynolds Preserving Co. of Sturgeon Bay, Wis., recently installed a No. 29 double blast Clipper Cleaner in their establishment for handling seeds. The John H. Allan Seed Co. of Three Mile Bay, N. Y., also is placing one of these machines in the seedhouse at Sturgeon Bay.

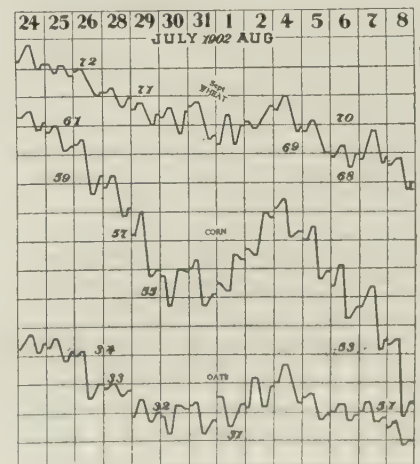
The directors of the Milwaukee Chamber of Commerce on July 29 voted to establish a new grade of contract barley to be known as standard. It "shall be a good malting barley, testing not less than 46½ pounds to the measured bushel, reasonably clean, plump and sound, but not light enough to color for No. 2."

When the directors of the Milwaukee Chamber of Commerce sought to raise the rental of the booths occupied by the Postal and Western Union Telegraph Companies from \$16 and \$36 to \$100 and \$175 per month the companies threatened to take out their wires. A compromise was effected at \$35 and \$70, and the members will continue to communicate with Chicago at the rate of 5 cents per 10 words.

John M. True, secretary of the Wisconsin state board of agriculture, in his crop report of Aug. 1, says: Harvesting of all crops, up to date, has been performed under most discouraging circumstances. All of the tame hay crop should have been secured before August 1, but in some parts of the state quite a percentage of the grass is still standing, though over-ripe, and consequently much diminished in value. Winter grains were harvested in fair condition and are generally of excellent quality; some early threshings already reported show high yields. All spring sown grains have been more or less injured by lodging; spring wheat the least so and it will be an average crop, both in yield and quality. Barley, while giving a larger than usual yield, is not generally of high quality, the lodging and extremely wet weather having colored the grain and in other ways affected the merchantable grade. Oats never promised a larger yield than at the time of making our last report, but heavy rains, in many instances, accompanied by high winds, badly lodged grain, upon most promising fields, and materially injured the prospects of the crop, both by inducing rust, preventing the complete filling, and also causing heavy waste in harvesting. Farmers are now in the midst of their oat harvest, and in spite of loss, the crop is evidently to be an average one. Corn, notwithstanding unfavorable weather, has made a good growth, and is generally in a thrifty condition, though backward, and the future of the crop largely depends upon the length of season and hot weather. Potatoes are generally reported in excellent condition, though we hear some complaint of rotting among early varieties. Beans, sorghum, flax and buckwheat are favorably reported.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for the two weeks prior to Aug. 9 are shown on the chart herewith.



THE SUPPLY TRADE

"A cigar," he remarked, pulling on a 2-center, "is like an advertisement; the less it costs, the more puffing it wants."

The Hall Distributor Co., Omaha, Neb., is sending out to its principal agencies a neat model in brass of its improved distributors.

The Allis-Chalmers Co., Chicago, declared its fifth consecutive quarterly dividend of 1 $\frac{3}{4}$ per cent, which was paid Aug. 1 out of the net earnings.

All Cones Look Alike to Me, is the heading of a neat circular which is being sent out to the trade by H. L. Day, the dust collector man, Minneapolis, Minn. It gives some pertinent facts regarding his collector.

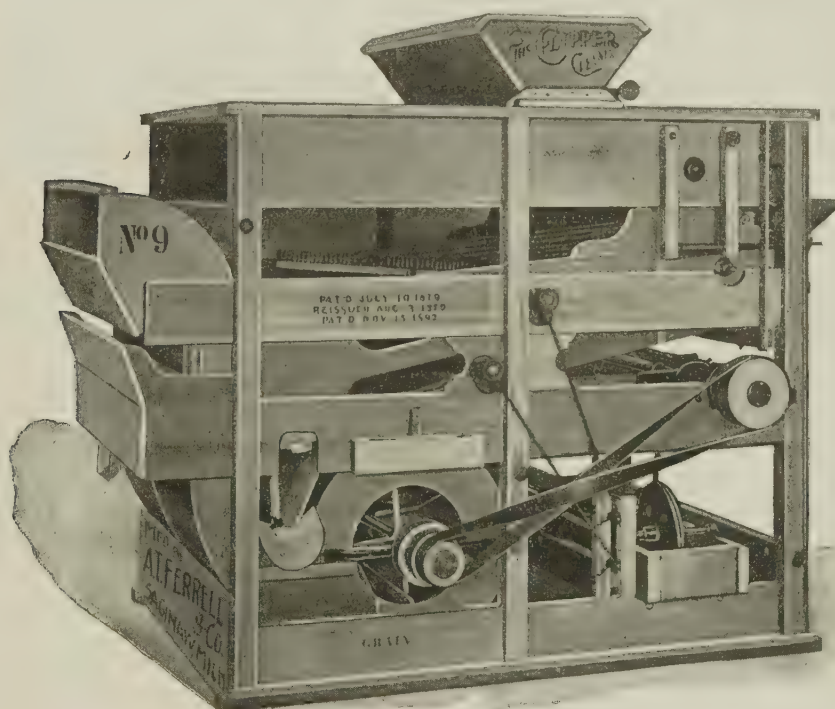
The Gas Engine Ignition Co., Chicago, has been incorporated with a capital of

The Minnesota Steel & Machine Co., Minneapolis, Minn., has started work on its new plant to be erected at South Minneapolis. The buildings will consist of a machine shop, foundry, office building, steel and structural shop, storage shed, boiler room, etc., and will cost about \$95,000.

The Clipper Bean Separator.

Many elevator men of Michigan handle as much beans as grain, and the business is growing continuously. Some have equipped their elevators with all the necessary machinery to handle beans advantageously and profitably, while others get along as best they can without modern facilities.

In the accompanying half-tone is shown the Clipper Cleaner No. 9. This machine is used largely for cleaning beans and



\$30,000, and will manufacture engines. The incorporators are Gordon A. Ramsay, H. C. Winchell, and Paul McGuffin.

It might interest you to know that in 1901, 760 firms and individuals used the advertising columns of the Grain Dealers Journal to reach the regular grain dealers of the country. Their ads brought results, as many have testified.

The value of an advertisement depends upon getting it before the right people. If you wish to reach the printers or the grocers of the country you would not use space in the Baker's Helper, but if you want to get before the grain dealers you will make sure to place your advertisement in the Grain Dealers Journal.

The B. S. Constant Co., Bloomington, Ill., writes: On July 28, S. R. White's five-story brick building caught fire, doing considerable damage to several of the tenants. Fortunately we escaped with but very slight damages, principally from water and smoke, our office being the greatest sufferer. After replacing our main drive belt we will be in full running order. We have, however, been filling orders right along and congratulate ourselves that our books were saved and that the calamity was no worse.

peas, but it is provided with six changes of blast which renders it adaptable for cleaning grain and seeds, for which work suitable screens are provided.

In this machine three screens operate together, a scalper, a grader and a sand screen successively separating all splits and dirt from the good beans. A strong, even blast from a double air drum carries off all dead or buggy peas or beans, leaving only the highest grade of screened stock.

The rubber clay-crushing rolls are a special feature of this machine. These rolls are specially vulcanized so that they are too soft to split the beans, but hard enough to pulverize dirt and clay clods.

This machine is equipped with brushes which save the operator a large amount of personal attention. They prevent the screens from clogging, keep the work uniform and the machine working to its full capacity. It also saves cleaning and pounding the screens by hand, thus prolonging the life of the screen, and as the brushes travel underneath, they act as a support and prevent the screens from sagging in the middle. A. T. Ferrell & Co., Saginaw, Mich., are the makers.

GRAIN CARRIERS.

The Soo Line will build an extension to its line from Ashley, N. D., to Aberdeen, S. D.

The Chicago, Rock Island & Texas Ry., will extend its line from Ft. Worth to Dallas, Tex.

The Chicago, Rock Island & Pacific Ry. Co. will add 5,000 miscellaneous freight cars to its equipment.

The Missouri Pacific Ry. has ordered 1,500 box cars. They will be 36 feet long and have a capacity of 60,000 pounds.

The shipments by lake during July, at Chicago, increased by Harris-Gates' corn corner, amounted to 4,100,00 bushels.

The Fort Smith & Western Ry. has completed its line from McCurtain to Crowder City, I. T., the junction of the M. K. & T.

The Kansas City, Beatrice & Western Ry. will build from Virginia to Beatrice, Neb., thence northwest to Grand Island, with a branch from Beatrice to Lincoln.

A 10 per cent reduction in rates on shipments of wheat to the Pacific coast and to the east will be given by the Great Northern, Northern Pacific and Oregon Railway & Navigation Co.

A meeting of freight traffic officials of eastern, western and southern lines was held at St. Louis August 1 to adjust rates on grain, grain products and provisions from Missouri river to the Atlantic seaboard.

The roads leading to the gulf have made a reduction of 3 cents per 100 pounds on the rate on wheat from Kansas points to Galveston, which is having the effect of sending the business south instead of to Kansas City.

The enforcement of the per diem charge, it is stated, is making a surplus of empty cars. By the per diem rules, a car makes good interest on the investment when it is away from home; hence railway officials are anxious to get rid of all empty cars.

On August 15 the rate on wheat from Kansas City to Chicago will be advanced from 7 cents per 100 pounds to 12 cents. The rate on other grain will be 11 cents. The rate from Kansas City to the gulf ports will be 15 cents on wheat and 14 cents on other grain.

The Michigan Car Service Association has adopted an average plan in the collection of car service penalties. Forty-eight hours is allowed for unloading each car; heretofore each car stood by itself, if one car was unloaded in ten hours and the next in fifty the demurrage charge would be levied against the second car without regard to the first. Now no penalty is exacted if both cars are unloaded within ninety-six hours, as the time saved on one car is credited on the next.

The Santa Fe, Missouri Pacific, Rock Island and Burlington roads have given notice that a reconsignment charge of \$2 will be made on carloads of grain coming to Kansas City on consignment, and ordered to local mills or elevators for shipment over other lines. As the Kansas City Board of Trade has a rule necessitating the transfer of grain for weighing for a basis of settlement with consignor, this notice of the roads is causing both the grain men and terminal railroads to complain of the new charges.

Corn oil, amounting to 3,910,132 gallons, was exported during the eleven months ending June 1, while for the corresponding months of the preceding years, it amounted to 4,521,145 gallons.

TO WHOM IT MAY CONCERN:

My attention has been called to the fact that a distributing spout similar to mine is being offered on the market. This spout is an imitation of the spout manufactured and sold by me, and I have the written opinion of my patent attorneys that it is a direct infringement of my patent.

Under the United States patent law, the user of a device that infringes a patent is liable for damages and an injunction equally with the manufacturer himself, and any person using a device that infringes a patent may be enjoined and damages may be recovered against him, even though he has purchased the device without knowing that it infringed upon any patent.

I desire, therefore, to give notice that anyone manufacturing, selling, or using any distributing spout that is an infringement of my patent lays himself liable to a suit for damages and an injunction, and will be prosecuted by me to the full extent of the law.

Very respectfully,

J. J. GERBER.

Minneapolis, Minn., Aug. 6th, 1902.

Grain Register No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

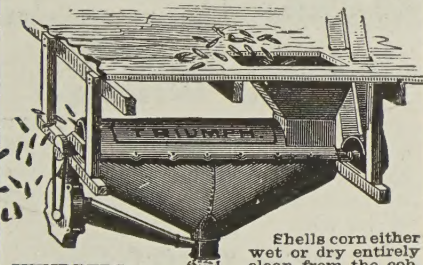
Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

ORIGINAL TRIUMPH SHELTER



HUNDREDS
IN USE.

Shells corn either
wet or dry entirely
clean from the cob.
Well made and guar-
anteed by the makers.

HORTON MFG. CO., Painesville, Ohio

68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 8,500 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY

255 La Salle St.

CHICAGO, ILL.

**PERFORATED METAL
FOR
GRAIN CLEANERS**

THE ROBERT AITCHISON PERFORATED METAL CO.
303-305 DEARBORN ST. CHICAGO, ILL.

Do You Have Orders For The Even Weight Bag?

If so, we beg to call your attention to our Automatic Grain Scale; the most perfect, simple and reliable automatic weighing machine on the market, free from complications and absolutely accurate, installed under a strong guarantee, in use in many of the large elevators. Can we not interest you?

UNION SCALE & MANUFACTURING CO.,

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DOCKAGE TABLES...

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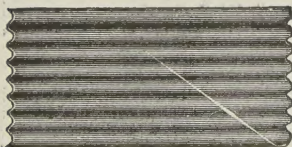
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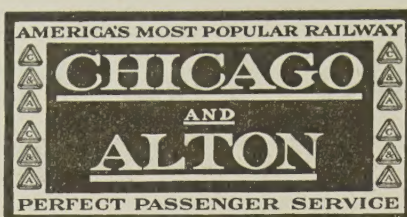
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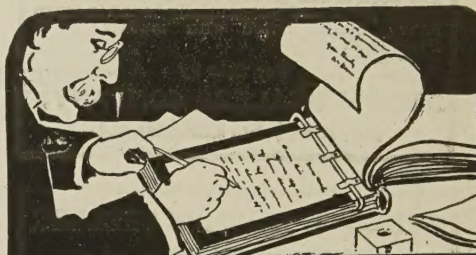
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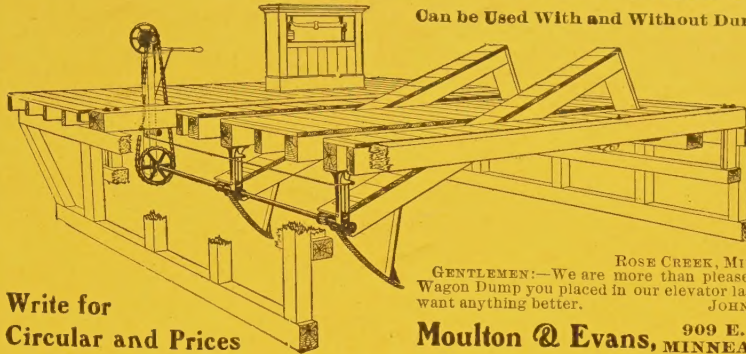
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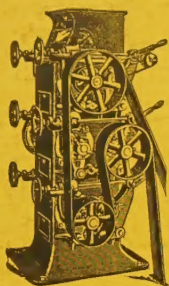
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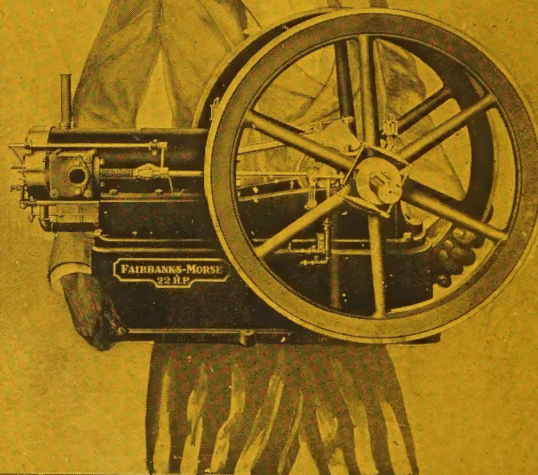
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